

RG 104, Sequence 171

8NS-104-95-171, Miscellaneous
Correspondence, working papers,
reports, studies & photographs of the
“U.S. Mint Site Selection,” 1970 - 1979.

RG 104

FY 09

UNITED STATES MINT

Denver Colorado

Architectural site plans for "New Denver Mint"
Misc. Correspondence, Working Papers, Reports,
Studies and Photographs for "US Mint Site Selection"
1970-1979

OLD FRC 104-89-0005

8NS 104-95-171

Box 8

1.

Site

Investigation Report

Order # 0700061

Book 1 of 2

Nearest Facility - Treasury Department
Denver Colo

UNITED STATES OF AMERICA
GENERAL SERVICES ADMINISTRATION



DATE: OCT 22 1971

Public Buildings Service
Washington, D.C. 20405

REPLY TO
ATTN OF: Commissioner, Public Buildings Service - P

SUBJECT: Denver, Colorado - Proposed New Mint

•Robert E. Waggoner
Regional Administrator - 8A
Denver, Colorado

By letter of August 16, 1971, to Mr. Kunzig, Mr. Ernest C. Betts, Jr., Assistant Secretary for Administration, Treasury Department, requested that GSA proceed with acquisition of a site for the proposed new Mint in Denver.

Accordingly, representatives of the Public Buildings Service (PBS) met recently with Treasury officials here in Washington concerning the selection of a site. At this meeting it was determined that we should proceed at the earliest possible date with the investigation of sites, and the selection and acquisition of the preferred location for the Mint.

In furtherance of this decision your PBS staff should proceed with the site investigation and preparation of the investigation report including site recommendations. A copy of the site criteria developed by the Treasury Department is enclosed. The Treasury Department has designated Mr. Robert R. Fredlund, Director of Administrative Programs, Office of the Secretary, as their point of contact for the project. He should be consulted in connection with participation by Treasury officials in observing the requirements of FPMR Section 101-17.103, and in the site investigation. Mr. Fredlund should also be consulted on transfer of funds and he may be reached on area code 202-964-2881.

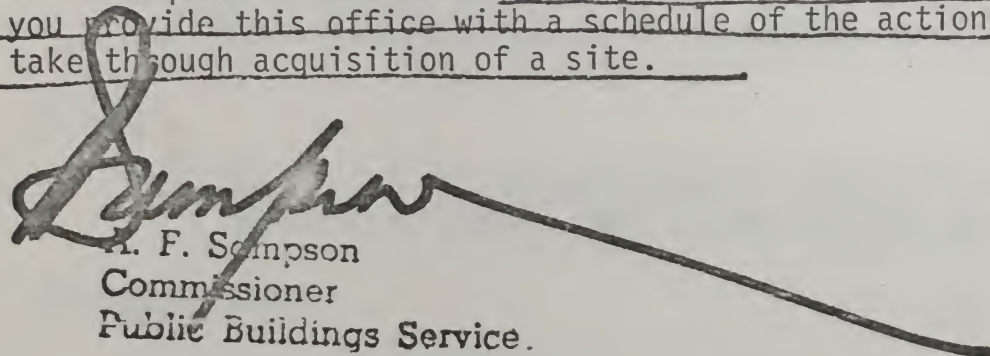
As a part of the site investigation, you should consult with and receive advice, consistent with requirements of Executive Order 11512, from the Departments of Housing and Urban Development; Health, Education, and Welfare; Commerce and other agencies, as appropriate, as to the need for development and redevelopment of areas and the impact the selection of a site within the delineated area will have on improving the social and economic conditions in the area. Also, consistent with the agreement between GSA and the Department of Housing and Urban Development (DHUD), the Regional Office of DHUD should be requested to provide a report on the accessibility and availability of low and moderate income housing to the delineated area, and where necessary, as to specific sites within that area.

Since this will be a Treasury funded project, all costs incurred by GSA will be reimbursable by Treasury. In this connection \$1,500,000 has been apportioned to Treasury which is the total sum available for site acquisition and attendant expenses.

As soon as the site investigation has been completed, please forward four copies of the report to this office, together with a determination, if proper, signed by the Regional Director, PBS, and the responsible Treasury official, that construction and operation of the Mint on any of the three recommended sites is not considered to be a major Federal action that will significantly affect the quality of the human environment. Please include adequate justification for such determination using the format of the attached memorandum. If this determination cannot be made, an environmental statement should be prepared and submitted in accordance with the requirements of GSA Order PBS 1095.1.

It is requested that within 10 days of the receipt of this memorandum, you provide this office with a schedule of the actions your staff will take through acquisition of a site.

NOV 14


H. F. Simpson
Commissioner
Public Buildings Service.

Enclosures

cc: Regional Director, PBS
Denver, Colorado

Factors for use in Site Evaluation
and Selection -- New Denver Mint

August 25, 1971

Size and Delineation of Area

- (a) Size - 25 to 30 acres, with reasonable geometrical area.
- (b) Area - must be in the City of Denver.
- (c) Preferably located in an area for which a master plan for development exists. Prefer to not locate on a site for which plans for development of contiguous properties are unknown.

Housing

- (a) Must -- as far as practical -- be within reasonable access for existing or planned low income housing per Executive Order 11512.

Transportation

- (a) Close to good highway system.
- (b) Rail access desirable.
- (c) Availability to public transportation for employees and visitors.
- (d) Street system adjacent to site desirable.

Social

- (a) Effect upon maximum city, community, and citizen group support, and redevelopment authority officials.
- (b) Effect upon delivery of Federal public project to the city and community.

Economic

- (a) Estimated cost for potential sites within delineated area, including the following cost factors:

- Land (including existing improvements)
 - Cost of relocating current occupants of the site (residential or business)
 - Cost of providing ingress/egress to the site
 - Cost of removal or rerouting utility lines, as required
 - Cost of removal (including demolition) of existing buildings and structures
 - Cost of providing required utilities to the property line
 - GSA charges (such as investigatory costs, legal fees, surveys, etc.)
- (b) Availability of sites on existing Government owned areas to be considered. For sites considered on city owned or city administered property, an exchange agreement involving the transfer of the existing Denver Mint property should be considered.
- (c) Feasibility of an area within an urban renewal project.
- (d) Effect upon economic and physical development of surrounding community.

Availability

- (a) Current occupancy.
- (b) Time required to vacate occupants, if any.
- (c) Time required to remove structures, buildings, if any.
- (d) Existence of overhead or underground utility lines and time required for removal or relocation.
- (e) Condemnation required for any of proposed sites.

Environmental

- (a) Conformity to land use and zoning plans.
- (b) Effect upon special environmental considerations such as water, air, and noise pollution.
- (c) Effect upon aesthetic or historical qualities of the neighborhood.

Functional

(a) Utilities availability

- Commercial electric power
- Industrial natural gas
- Water
- Sewer system (sanitary and storm)
- Commercial steam
- Telephone service

(b) Area not subject to flooding from streams and not subject to heavy runoff of rainfall.

(c) Evaluation of earthquake history of the Denver area and relation of faults to proposed sites.

(d) Soil must be suitable for construction of heavy building and equipment foundations and support thereof. Type of subsurface must be considered as a factor of cost.

(e) Limitations of zoning laws with regard to type, size, height of buildings, property line adjacency requirements, type of industry approved for the area, ecological restrictions, if any, must be known.

(f) Utility or other easements related to the site.

(g) Convenience to visitors and the public.

(h) Location in area where reasonable safety for employees and Federal Government property could be obtained.

EXHIBIT E - Press Conference
News Clipping

TREASURY OFFICIALS ARRIVE

Hunt Begins for Mint Site

U.S. Treasury Department officials were in Denver Thursday to announce plans for picking a new site for the U.S. Mint.

Robert Waggoner, regional director of the General Services Administration, said he expected the Treasury officials to go into detail about site selection procedures after meetings Thursday afternoon with Mayor Bill McNichols and Gov. John Love.

The Treasury officials were to hold a late afternoon press conference, but Waggoner said no site would be announced at

the conference.

The \$1.5 million land acquisition authorization said the new Mint must be within Denver, Waggoner said.

"I don't think any definite decision has been reached" on what will be done with the existing Mint at W. Colfax Ave. and Cherokee St., Waggoner said.

Thursday's announcement was the first definite indication the Treasury Department is seeking a new mint site. The appropriation for it was restored by the Senate Appropriations Committee June 30, a week after it had been rejected by the

House Appropriations Committee.

The House later reversed its stand on the \$1.5 million proposal, which was included by President Nixon in his budget submitted to Congress last January.

Treasury and Denver Mint officials have said the present facility—built in 1904 and since expanded and modernized—is too small to accommodate new coin-making machines.

Mrs. Betty Higby, superintendent, said early this year she believes that a 10-to-15-acre site near a railroad spur would be most feasible for the Mint operation.

The Denver Post
November 11, 1971

Criteria Set for Site Of New Denver Mint

By FRED BROWN

Denver Post Staff Writer

"All community interests" will be fully considered in the selection of a site for a new \$50 million Denver U.S. Mint, Treasury Department officials said Thursday afternoon.

✧ A delegation led by William L. Dickey, deputy assistant secretary of the Treasury, was in Denver Thursday to tell Gov. John Love and Mayor Bill McNichols that the Treasury Department is ready to select a site for the new facility.

✧ A location hasn't been picked yet, Dickey emphasized, but formal notices of the search for a site will appear Sunday in both major newspapers.

Dickey said McNichols, during their meeting in his office, said the city would like to see the new mint located in the central Platte Valley area, immediately northwest of downtown.

GSA to Negotiate

Dickey said the federal General Services Administration (GSA) will handle the selection process, accepting offers to sell or donate 25- to 30-acre sites within the city.

Offers won't be considered competitive bids, he said, but will be subjected to several criteria, including the presence of nearby schools, existing or planned low- and middle-income housing, public transportation and access to highways and rail sidings.

An appropriation of \$1.5 million for land acquisition has been approved by Congress and President Nixon, Dickey said. The money had been omitted from one budget draft but was put back into the bill later.

The Treasury official said the \$1.5 million "constitutes the federal government's commitment to proceed with the new mint to be located in Denver."

Present Mint Too Small

The existing mint, at W. Colfax Ave. and Delaware St., was built in 1904. Despite expansion and modernization it is still too small to handle increasing volume or new coin-making machines, Dickey said.

The new facility will be "an effective industrial-type plant," he said, "rather than a marble-faced monument." It should be in full operation by 1980, producing most of the coinage for the United States.

The number of employees won't increase, Dickey said, but the output will. The

Denver Mint now turns out about 8 billion coins yearly of every denomination. By 1980, the output will be 12 billion coins, he said.

There are no plans to change the other two U.S. mints, at Philadelphia, Pa., and San Francisco, Calif. Dickey noted the new Philadelphia Mint was dedicated only two years ago.

Disposal Undecided

What to do with the existing Denver Mint is "a question as yet unanswered," Dickey said, but there are three possibilities.

It could be declared excess property and go to the GSA to be offered first to other federal agencies and then, if there are no takers, to state and local governments. Failure to dispose of it that way would mean a public auction would be held, Dickey said.

Another possibility is that the mint would continue to operate producing commemorative coins and proof sets — "reimbursable programs" in which the mint meets its costs by selling to collectors.

The third possibility is that it will be declared a national historic site, Dickey said. It has been nominated for that designation.

Denver Pride a Factor

"We're very conscious of the pride Denver has taken in the Mint," the Treasury official said.

Others in the delegation that met with the governor and mayor included Frank McDonald, deputy director of the U.S. Mint; and Robert Fredlund, director of administrative programs for the Treasury Department, both from Washington, D.C.

Mrs. Betty Higby, superintendent of the Denver Mint; Jack Ware, administrative assistant to Sen. Gordon Allott, R-Colo.; Robert E. Waggoner, regional GSA administrator, and Patrick F. Murphy, Waggoner's executive assistant, also were in the group.

The \$1.5 million land-acquisition appropriation was restored to the budget bill last June 30 by the Senate Appropriations Committee. The action came a week after the item had been rejected by the House Appropriations Committee.

Allott is the ranking Republican on the Senate committee and was instrumental in restoring the funds.

The Denver Post
November 12, 1971

EXHIBIT F - Copy of Public
Notices

SITE WANTED FOR NEW DENVER MINT

General Services Administration seeks offers to sell, or donation of, a 25 to 30 acre parcel of land located in the City and County of Denver, Colorado, as the site for the new Denver Mint.

Sites to be considered must have:

- Utilities on or adjacent.
- Easy Access to a good highway system.
- Public transportation available.
- Access to a rail siding.
- Appropriate zoning.
- Soil bearing capacity for construction of heavy buildings.
- Sufficient elevation to be free from flood hazards.
- Reasonable proximity to existing or planned low and middle income housing as required by Executive Order 11512.

Forms for submitting offers may be obtained from the GSA Buildings Manager, Room 1415, Federal Building & Courthouse, 1961 Stout Street, Denver, Colorado, or from the address shown below. Owners of parcels of less than the required area but which adjoin parcels that would aggregate 25 to 30 acres may also submit offers. All offers received will be considered confidential and will not be considered as competitive bids. This advertisement is not a basis for negotiations and notice is hereby given that sites other than those offered in response to this advertisement will be considered and may be selected. Offers may be submitted by owners or agents and preferably should be accompanied by a sketch of the site offered. All offers should be forwarded to the following address by December 8, 1971:



General Services Administration
Acquisition Branch--8PRA
Denver Federal Center, Building 41
Denver, Colorado 80225
Telephone: 233-3611, Ext. 8953

Advertisement as it appeared in the following newspapers
on dates indicated:

- | | |
|---------------------------|--------------------------------|
| "The Denver Post" |) November 14, 21, |
| "The Rocky Mountain News" |) and 28, 1971. |
| "Cervi's Journal" | November 18, 24, and 30, 1971. |
| "Daily Journal" | November 23 and 30, 1971. |

3 - ANALYSIS AND CONCLUSIONS

PART 3. ANALYSIS AND CONCLUSIONS

SYNOPSIS OF PROPERTIES OFFERED FOR INSPECTION

In spite of the fact the ad that appeared in the newspapers specifically stated sites offered must be in the City and County of Denver, several sites in adjoining Adams County were offered. Attached is a tabulation of all sites offered. Offers on the sites listed were received on or before December 8, 1971, Exhibit G.

We also received letters from appropriate owners stating that they would consider selling as much of their properties involved in the Union Depot and rails west of the Depot to comprise approximately 25 acres. This parcel is east of the Platte River and at the westerly edge of the downtown area of Denver and within three blocks of the Denver Urban Renewal Area. This site hereinafter is referred to as the Denver Union Terminal Site, Site No. 3.

Subsequently, we were requested to consider other sites, although not offered, comprising a minimum of 15 and up to 30 acres, although their probable cost could exceed \$1,500,000. Also, it was requested that Site No. 2 be expanded by including all lots west of Water Street, extending between 7th and 10th Streets.

SYNOPSIS OF UNOFFERED BUT POTENTIAL SITES INSPECTED

In accordance with the above requests, the following sites are discussed at some length:

- Site No. 4 - Navajo Site, Mississippi and Huron
- Site No. 5 - Allied Chemical Site, 1200 West Bayaud
- Site No. 6 - South High Site, University and Iowa
- Site No. 7 - Union Pacific Pullman Site, 40th and York
- Site No. 8 - Samsonite Site, Broadway and Mississippi

Also included as Site No. 9 is a 23-acre site initially offered by the Union Pacific Railroad Company at 37th and Nome Streets.

COMMENTS ON SEISMIC ACTIVITY

Among the criteria suggested for consideration by the Treasury Department was "evaluation of earthquake history of the Denver area and relations of faults to proposed sites". Since the information we have developed as to this criteria is general to all sites considered, the evaluation of each site does not include a discussion on this particular subject. Following is information provided on earthquakes by Mr. L. C. Pakiser, Office of Earthquake and Crustal Studies, Geological Survey, Denver, Colorado:

Earthquakes, or seismic activity, is not expected to be a problem at any of the sites under consideration. The Denver Metropolitan Area is not located on a fault such as the Andreas Fault system of California.

The entire State of Colorado including the Denver area is located in Seismic Risk Zone 1 which has a seismic zone coefficient of .25. Zone 1 is the same zone in which the major portion of the central and eastern United States (including the east coast and Washington, D.C.) are located. See Exhibit H.

In many structural designs for this area, the wind loads are more critical and require a more stringent design than the Zone 1 earthquake considerations.

Continued seismic activity which resulted from "pumping operations" at the Rocky Mountain Arsenal is not anticipated. The last disturbance credited to Arsenal pumping was recorded in 1967. The pressures which built up as a result of the pumping have dissipated to the extent that they no longer present significant seismic problems.

EXCHANGE POSSIBILITIES

Consideration was also to be given to the possibility of exchanging the present Mint for any City-owned land that might be offered. This has not been done for the principal reason that Treasury officials, at this time, are considering the retention of the facility to strike foreign coins, proof sets, commemorative medals and other types of reimbursable work.

ELIMINATED SITES

1. Following are principal reasons for eliminating sites offered:
 - A. Not in City and County of Denver.
 - B. Too small.
 - C. Too expensive.
 - D. Undesirable location.
 - E. Unfavorable topography.
 - F. Relocation costs would be high.
 - G. Too distant.
 - H. Site located and inspected but not offered. Owner reluctant to sell since site was purchased for plant expansion.
 - I. Restricted access.

2. Following tabulation indicates the sites that were eliminated and the reasons therefor.

SITES OFFERED THAT WERE ELIMINATED FOR THE REASONS SHOWN

| <u>OFFER NO.</u> | <u>OFFEROR</u> | <u>REASONS FOR ELIMINATION</u> |
|----------------------|--|------------------------------------|
| (1) | Floyd Rathbun - Owner | A, D |
| (3) | Schroeder & Co. - Agent | A, B. |
| (4) | Florence M. Nanio - Owner | A, B, D, G |
| (8) | Schroeder & Co. - Agent | A, B, D |
| (6) | Anna A. Harris | B, C, D |
| (11) | Hugh Kolowich | F |
| | Caterpillar Tractor Co. 48th & Dahlia | H |

RESPONSES TO AD FOR 25 TO 30 ACRE SITE FOR U. S. MINT
IN CITY AND COUNTY OF DENVER, COLORADO

| <u>NO.</u> | <u>DATE RECEIVED</u> | <u>OFFEROR</u> | <u>APPROXIMATE LOCATION</u> | <u>IN CITY & COUNTY OF DENVER</u> | <u>WHERE</u> | <u>AREA</u> | <u>PRICE</u> |
|------------|----------------------|---|--|---|---|-------------------|--------------------------------|
| (1) | 12/2/71 | Floyd Rathbun 3047 W. 47th Avenue Denver, CO 80211 | 52nd Avenue & Sheridan Blvd. | NO | Adjacent to City Limits-Adams County | 25 Acres | \$1.00 PSF |
| (2) | 12/2/71 | McNichols-Stopa Realty 1140 Colorado Blvd. Denver, CO 80206 | 35th Avenue & Dahlia Street (Portion of Park Hill Golf Course) | YES | | 30 Acres Plus | By Negotiation |
| (3) | 11/26/71 | Shroeder & Company 3738 W. Colfax Avenue Denver, CO 80204 | 88th Avenue & Old Welby Road | NO | Adams County | 18.2 Acres | 21.5¢ PSF |
| (4) | 12/22/71 | Florence M. Nanio 2021 W. 64th Avenue Denver, CO 80221 | 64th Avenue & Federal Blvd. | NO | Adams County | | \$316,700.00 |
| (5) | 11/23/71 | City & County of Denver | Part of Highlands Subdivision near 7th Avenue & Water | YES | | 13.2 Acres | \$865,000.00 (\$1.505 PSF) |
| (6) | 12/6/71 | Mrs. Anna Harris 6784 E. Cedar Denver, CO 80222 | Iowa St. to Colorado St; Broadway to Santa Fe Railroad tracks | YES | 1600 So. Broadway | 9.1 Acres | \$900,000.00 (for her part) |
| (7) | 12/6/71 | Doug Morrison & Company 602 17th Street Denver, CO 80202 | SAME AS (2) ABOVE | YES | | 30 Acres Plus | By Negotiation |
| (8) | 12/6/71 | Schroeder & Company 3738 W. Colfax Avenue Denver, CO 80204 | 58th and Downing | NO | Adams County | 14.7 Acres | \$17,500 Per Acre (40¢ PSF) |
| (9) | 12/7/71 | Union Pacific Land Resources Corp. 535 17th Street Denver, CO 80202 | 37th to 40th, Nome to Oswego | YES | East of Stapleton International Airport | 23.058 Acres | \$552,424.00 (55¢ PSF) |
| (10) | 12/7/71 | Union Pacific Land Resources Corp. 535 17th Street Denver, CO 80202 | 37th to 39th, Troy to Wheeler | YES | East of Stapleton International Airport | 30 Acres | \$724,275.00 (55¢ PSF) |
| (11) | 12/8/71 | Hugh Kolowich, Jr. 2190 South Alton Way Denver, CO by W. J. O'Brien of United Real Estate, Inc. 4505 South Broadway Englewood, CO 80110 | 48th & Quebec | YES | West of Quebec - 1,360 Feet north of I-70 | 25 to 30 Acres | \$28,314 Per Acre (65¢ PSF) |

EXHIBIT H - Seismic Risk Map
& Study of United
States



Dr. Cavanagh
8022 - D. Lee

United States Department of the Interior

GEOLOGICAL SURVEY
Denver Federal Center
Denver, Colorado 80225

IN REPLY REFER TO:

February 25, 1972

Mr. Gregory Cavanagh
Regional Director -- Region 8
Public Buildings Service
General Services Administration
Denver Federal Center
Denver, Colorado 80225

Dear Mr. Cavanagh:

In preparing a response to your letter of January 28, I have consulted with several of my colleagues in the Geological Survey in Denver, Menlo Park, California, and Washington, D. C., and with friends at the Colorado School of Mines. Here are my answers to your questions based on my own thoughts and on these consultations:

1. The division of the country into seismic-risk zones provides crude guidelines for building structures for which the consequences of severe earthquake shaking are not potentially disastrous, but for important buildings these zones are inadequate as a basis for planning and design. In particular, in my opinion, the Federal Government should set an example by evaluating each new project for the construction of Government-owned buildings in the light of the best and most recent information available. Although the risk of occurrence of damaging earthquakes in the Denver area has declined, in my judgment, since the Army stopped pumping waste fluids into the Rocky Mountain Arsenal well in 1966, it would be prudent and wise for the Public Buildings Service to assume that any new Government-owned building will be subjected during its existence to shaking at least as severe as that of the 5.3-magnitude earthquake of August 9, 1967.

2. The northwesterly-trending 10-kilometer-long zone with the Arsenal well at the center has been the zone of greatest earthquake activity in the past, and it should be assumed to be more subject to potentially damaging earthquakes than other localities in the Denver area. For design purposes, you should assume that any building in this area will be subjected to shaking of Modified Mercalli Intensity VII: "Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry. Weak chimneys broken at roofline. Fall of plaster, loose bricks, stones, tiles, cornices. Waves on ponds. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged."

The largest of the Denver earthquakes had a magnitude of 5.3. For design purposes, it should be assumed that an earthquake that large, or somewhat larger, will occur during the existence of a new Government-owned building. Judging from strong-motion recordings made in the Parkfield, California, earthquake of 1966 (magnitude, 5.5) and the San Fernando earthquake of 1971 (magnitude, 6.6), it should be assumed that any structure located in the zones of maximum intensity for the August 9, 1967, Denver earthquake may be subjected to peak horizontal ground accelerations as high as 0.5 g, and that horizontal accelerations in the 0.1-0.2 g range may sustained for several seconds. Vertical accelerations may be nearly that large. Design of structures within these zones of maximum intensity should be compatible with the recorded ground motions from Parkfield and San Fernando.

The attached map, compiled by the Colorado School of Mines, shows two fairly well-defined zones in which intensities as high as VII were recorded on the August 9, 1967, Denver quake: one roughly through the Arsenal well and along the northwest trend of the epicenters and the postulated fault, and another along the Platte River valley. The intensity contours were based on Seismoscope recordings, eye-witness reports, and visual observations of damage.

The Denver earthquakes were almost certainly caused by the injection of waste fluid into the basement rocks in the Arsenal well. Although we cannot assume that this effect has completely disappeared and that earthquakes are unlikely in the future, the tendency has been for the earthquake activity to decline with time. When the effect of fluid injection has finally disappeared, there is no reason to believe that the area surrounding the Arsenal well is either more or less hazardous than other parts of the Denver area, but for now I believe that we must assume that the effect of the fluid injected between 1962 and 1966 is still potentially present.

In addition to the effects of the Arsenal well, I would recommend that the geologic history of the Rocky Mountain Front Range be reviewed for evidence of possible very recent tectonic movement.

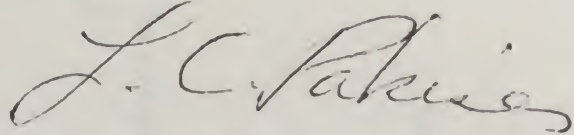
3. The apparent lack of evidence for recent tectonic movement and the fact that Colorado has not experienced great earthquakes in historic time indicate that large earthquakes are far less likely to occur in the Denver area than in California.

After having been kept awake one night earlier this week (February 21) in a strong wind storm, I would also suggest that the probability of strong winds be taken into account in designing any new Government-owned building. The effects of wind loading may be greater than those of seismic shaking in this area.

In my judgment, and if the matters discussed above are taken adequately into account, there is no overwhelming reason for ruling out any part of the Denver area, including the Rocky Mountain Arsenal, for future construction of Government-owned buildings.

Let me know if I can be of further assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "L. C. Pakiser".

L. C. Pakiser
Research Geophysicist
Office of Earthquake Research
and Crustal Studies

Attachment

Copy to:
Acting Chief Geologist,
U.S. Geological Survey

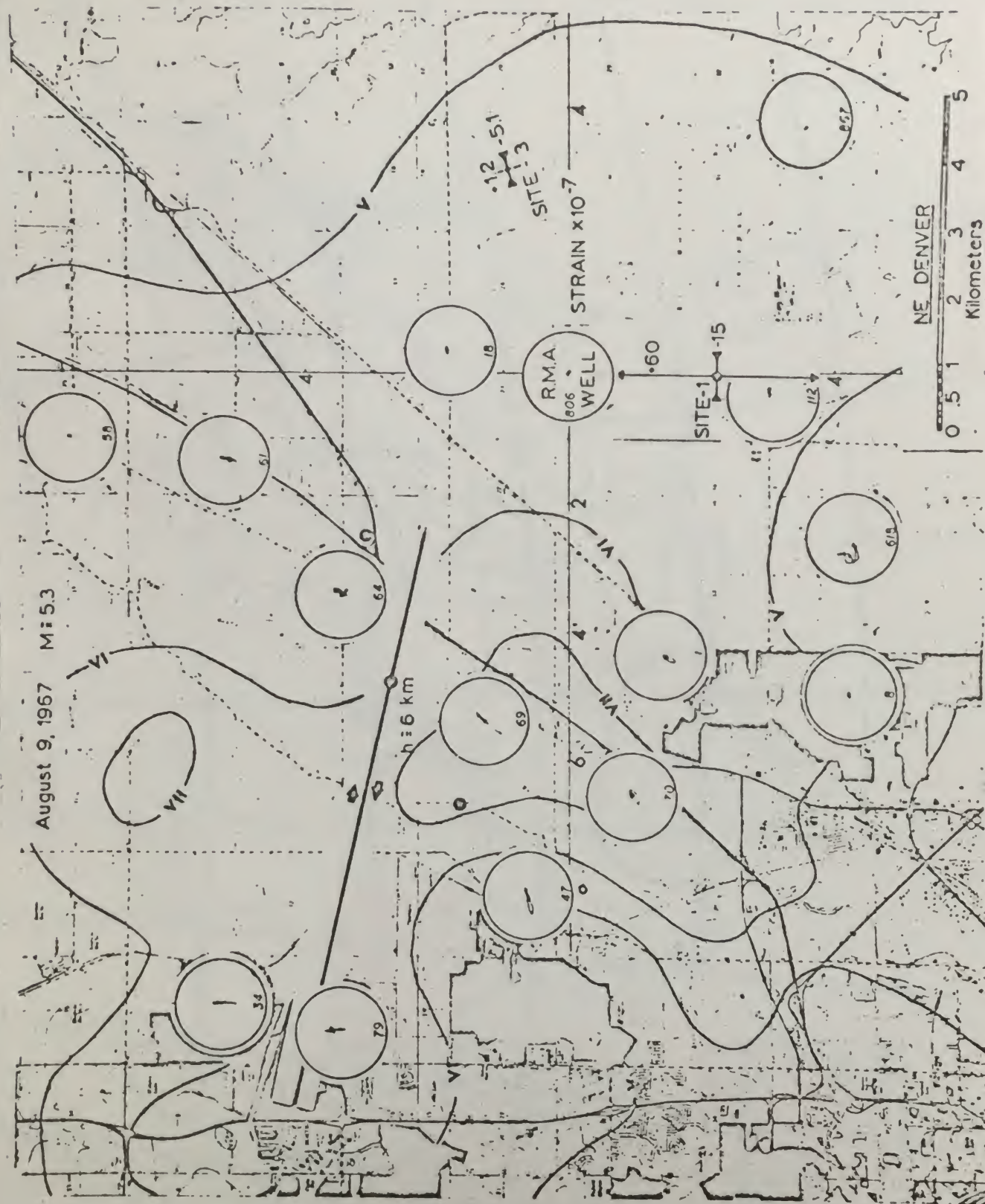


Figure 11. Fault mechanism interpretation - NE Denver earthquake of August 9, 1967 ($M=5.3$).

DESIGN SHEET STRUCTURAL ENGINEERING

PROJECT

NUMBER

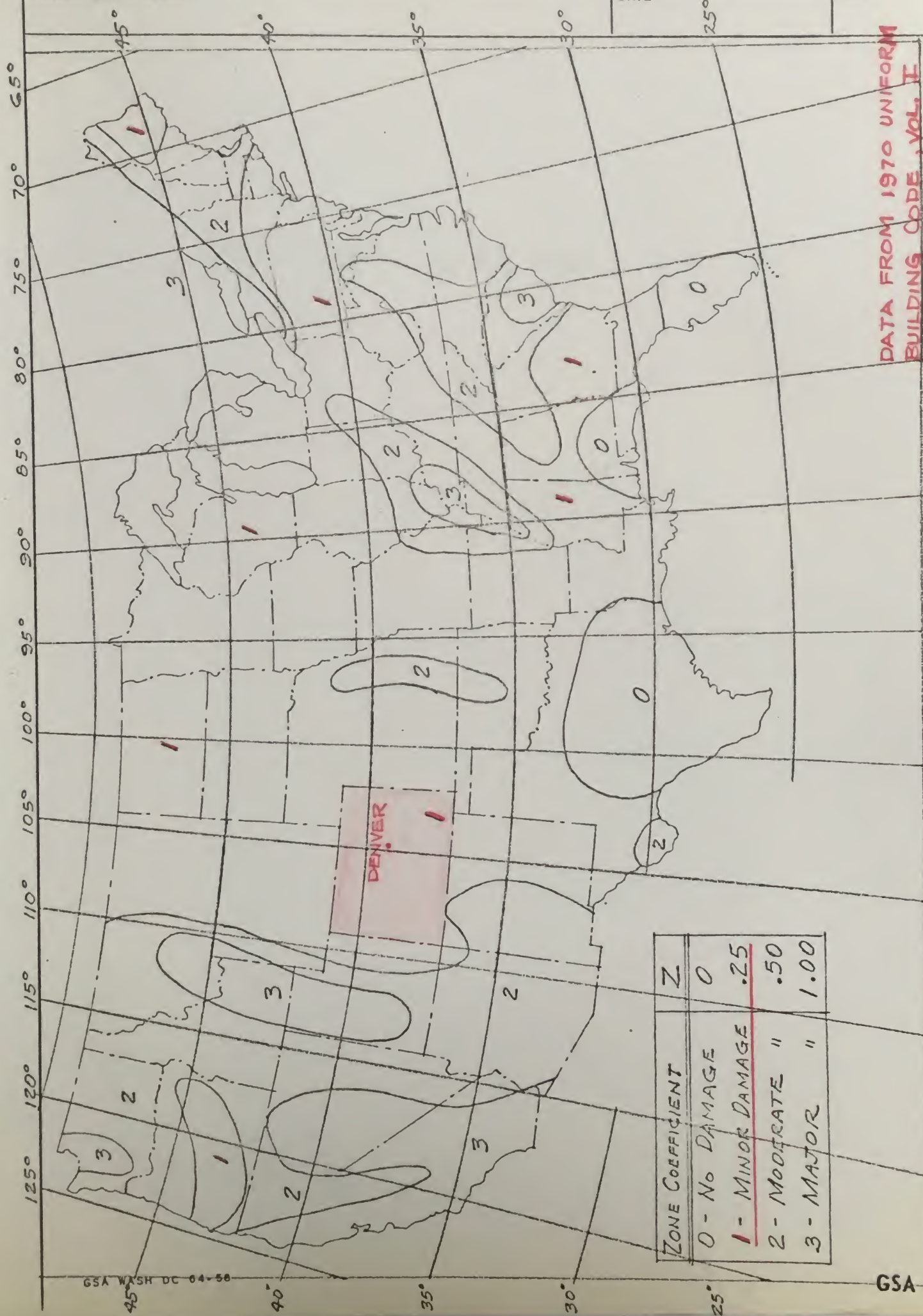
ENGINEER

DESCRIPTION OF WORK

DATE

UNIT

DATA FROM 1970 UNIFORM
BUILDING CODE, VOL. I



| ZONE COEFFICIENT | Z |
|-------------------------|------------|
| 0 - NO DAMAGE | 0 |
| <u>1 - MINOR DAMAGE</u> | <u>.25</u> |
| 2 - MODERATE " | .50 |
| 3 - MAJOR " | 1.00 |

SEISMIC RISK MAP OF THE UNITED STATES

SITE NO. 1 - PARK HILL

AERIAL PHOTO OF SITE

EXHIBIT B - Map of City
of Denver

EXHIBIT A - Denver Metro
Transit Route Map



LEGEND

- Southwest
- Southeast
- Northwest
- Northeast
- Three or more routes on same street
- Express
- Transit route numbers
- Major streets
- Secondary streets
- Denver City & County Limits
- High Schools
- Colleges
- Shopping Centers
- Parks
- Public Golf Courses
- Amusement Parks
- Government Buildings
- Hospitals



For more information
call 4-3111

©1971 Denver Metro Transit

Concept & design: Pitkin Images, Inc., Denver

Golden 84

Phone 744-3111 for route information.

DENVER
METROTRANSIT



Phone 744-3111 for information

Haciendo Lo Mas de este Mapa.

Hechos simplificados el mapa de trazo sencillo de manera que usted pueda usarlo de lo mas conveniente.

Cada seccion de la ciudad se identifica por color.

Nor Oeste — Azul
Sur Oeste — Verde
Sur Este — Amarillo
Nor Este — Lila
Centro — Blanco

Observando el color de la ruta y el color en el numero e el mapa sabra cual seccion de la ciudad sirve la ruta.

Por ejemplo si la ruta 15 en la Boulevard Colorado Corre de Nor este a Sur este en ambas direcciones.

Demondo que el color de la ruta sea lila, y el color de la ruta en la caja es anaranjado.

Las rutas que pasan el centro no son blancas sino de color de la area que sirven.

Rutas de Express muestran el color regular y a demando Express indicando

Si se ajusta a llegar a su destino pondremos banderas en la punta delimita de cada coche las banderas por color indica la area destinada de coche — Banderas anaranjadas indica Sur Este la bandera Verde indica Este Occidental

Los horarios tambien tendran el color de la ruta 15 donde sirven dentro de la ciudad demondo que la ruta 15 pueda ser anaranjado y Lila Ruta 60 Azul y Lila y por consiguiente.

Si hay alguna pregunta mas mejor us ar este sistema de color, favor de llamar al Centro de informacion del Metrolinkach Mexicano el numero telefonico 744-3111



S I T E I N V E S T I G A T I O N R E P O R T

NEW MINT FACILITY
TREASURY DEPARTMENT

DENVER, COLORADO

PROJECT NO. 050061

General Services Administration
Public Buildings Service
Building 41
Denver Federal Center
Denver, Colorado 80225
February 15, 1972

Revised
March 29, 1972

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UNITED STATES OF AMERICA
GENERAL SERVICES ADMINISTRATION



DATE: March 29, 1972

REPLY TO
ATTN OF: 8PR

Region 8
Denver Federal Center
Denver, CO 80225

SUBJECT: Denver, Colorado - Proposed New Mint
(PR 2/25/72)

Assistant Commissioner for Space Management - PR

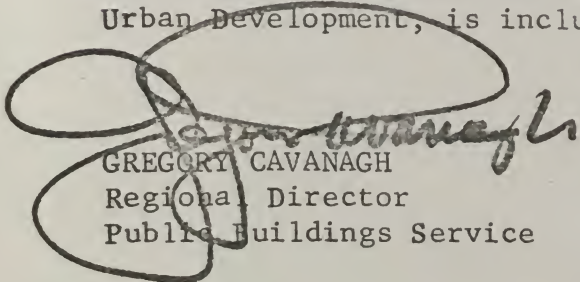
Pursuant to your letter of February 25, 1972, subject as above, enclosed are three copies of our site investigation report revised in accordance with your comments.

Sites offered beyond the limits of the City and County of Denver were investigated but are not included in this report except to be reported under "elimination of undesirable sites" category.

Reference to the availability of Government-owned sites was eliminated from the report. However, sites at both the Denver Federal Center and the Rocky Mountain Arsenal are available.

Our investigation of additional sites was conducted without further advertising. Because the Rocky Mountain Arsenal Site was not included in the formal report, the site originally offered by the Union Pacific at 37th and Nome Street was reconsidered and included.

The views of the Regional Administrator, Department of Housing and Urban Development, is included as an exhibit in the report.


GREGORY CAVANAGH
Regional Director
Public Buildings Service

Enclosures

UNITED STATES OF AMERICA
GENERAL SERVICES ADMINISTRATION



DATE: February 15, 1972

Region 8

LY TO
ATTN OF: Office of the Regional Director, PBS - 8P

Denver Federal Center
Denver, CO 80225

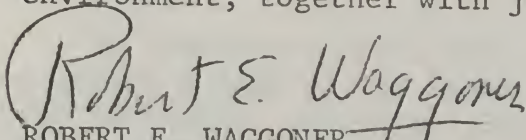
SUBJECT: Denver, Colorado - Proposed New Mint

Commissioner, Public Buildings Service - P

Pursuant to your letter of October 22, 1971, subject as above, this office has completed a site investigation, looking toward the selection of a site for the subject project.

Attached are two copies of this report. One copy of this report has been furnished to Treasury officials who have reviewed the report in this office.

Also attached is a determination that construction and operation of the Mint on any of the recommended sites is not considered to be a major Federal action that will significantly affect the quality of the human environment, together with justification therefor.


ROBERT E. WAGGONER
Regional Administrator

Attachments



THE DEPARTMENT OF THE TREASURY

WASHINGTON, D.C. 20220

Mr. [Signature]
Mr. McFarland
copy of letter to D. [Signature]

January 27, 1972

Mr. Gregory Cavanaugh
Regional Director of Public Buildings
General Services Administration
Region 8
Building 41, Denver Federal Center
Denver, Colorado 80225

Dear Greg:

In response to Fred McFarland's request to me of January 25, I am enclosing a copy of the Environmental Impact Statement for the new U.S. Mint in Denver, Colorado, which was filed with the Council on Environmental Quality, along with the memorandum dated August 10, 1970, from the Council commenting on the Statement.

I hope this will provide you with the information you need for inclusion in the site investigation. If not, please call.

Sincerely yours,

RF

Robert R. Fredlund
Director of Administrative Programs

Enclosure

EXECUTIVE OFFICE OF THE PRESIDENT
COUNCIL ON ENVIRONMENTAL QUALITY
712 JACKSON PLACE, N. W.
WASHINGTON, D. C. 20006

August 10, 1970

MEMORANDUM

TO: John J. Coughlin
Deputy Director of Administrative Services
Department of the Treasury

FROM: Timothy Atkeson, General Counsel *T. Atkeson*

SUBJECT: Environmental Impact Statement -- Future
U.S. Mint in Denver, Colorado

We have reviewed your statement filed in accordance with Section 102(2)(C) of the National Environmental Policy Act with respect to the new Denver mint, and have the following comments:

1. The analysis of probable adverse effects in Section B should consider land use aspects and probable effects upon transportation, including access, parking and congestion. The Department of Housing and Urban Development and the Department of Transportation are Federal Agencies with expertise in these areas whose comments should be requested. An indication of State and local agencies to be consulted should also appear. Local planning, transportation and land use agencies are appropriate local agencies whose comments might be requested.

Air and water pollution aspects appear to have been carefully taken into account, although no indication of other Federal, State or local agency consultation on these problems appears. The National Air Pollution Control Administration of the Department of Health, Education and Welfare should be afforded

the opportunity to comment on air quality control, and the Federal Water Quality Administration of the Department of the Interior should be given the opportunity to comment on water quality aspects.

2. Future statements should indicate the extent of completed or planned Federal, State and local consultation.

3. Environmental statements filed by the Department of the Treasury indicate a commendable regard for complying with the requirements of the National Environmental Policy Act.

PART 2. FACTUAL DATA

COMMUNITY - GENERAL

Denver, the capitol of Colorado and seat of Denver County, is the major center of business, finance, administration, and Government activity between the Missouri River and the large urban areas of the West Coast. The current metropolitan area population of about 1,170,000 represents a 160% increase since 1940 and a continued growth appears certain. The metropolitan area includes not only Denver proper, but many satellite cities including Edgewater, Lakewood, Wheat Ridge, and Arvada on the west; Aurora on the east; Englewood, Sheridan and Littleton on the south; and Northglenn, Thornton and West Minister on the north. The metropolitan area also includes Boulder to the northwest. All cities are contiguous and linked together by freeways.

The economy is represented by a wide variety of distributing, processing and manufacturing activities and includes food processing, oil refining, wood and rubber products manufacturing, clay and chemical products manufacturing, wholesale trade, trucking and warehousing, and manufacturing of machinery. Government employment and tourism are also important factors in the economy of the area.

The Central Business District of Denver has shifted easterly in the last 30 years and as such has remained constant to strong in the face of ever larger regional shopping center developments on the periphery of the City. The Denver Urban Renewal Authority, some five or six years old, is successfully rehabilitating the old downtown area that had been vacated as the Central Business District shifted easterly to new buildings. The rehabilitation of this area is characterized by large modern office and apartment buildings either under construction or nearing completion.

COMMUNITY FACILITIES

Local public transportation in Denver is typical of all large western cities in that it is used less and less by the general public. During 1971 the City of Denver purchased the privately owned bus system servicing Denver and is endeavoring by public relations, advertising, and better service to coax more commuters into their buses. Their success in this regard is yet to be measured. See Exhibit A for map of routes of Denver Metro Transit.

Public parking in the downtown area is fairly adequate. The City of Denver is now in the process of promoting the construction of four large parking facilities. Two are within the Urban Renewal Area and two are farther uptown near the center of the present Central Business District.

COMMUNITY PLANNING

Attached as Exhibit B is a map of the City of Denver, prepared by the Denver Planning Office, dated January 1971, entitled "Denver 1985, a Comprehensive Plan for Community Excellence." The general location of all sites under consideration are indicated by number thereon. Among the large community plans now under way are the following:

1. Current urban renewal development, outlined in red on Exhibit C.
2. AURARIA development - some 100 odd acres to be developed for the Denver Community College. This area is north of the Rice yards and shown on Exhibit C.
3. Regional Transportation District - A City and Federally funded project to develop a huge public transportation system to service not only Metropolitan Denver but also to extend north and south along the front range of the Rockies to service the area between Fort Collins and Greeley on the north and Pueblo on the south.
4. Denver has been selected for the 1976 Winter Olympic Games. Planning for this event is well under way to provide sites for all the games as well as housing for athletes, press and the general public. Much of the planning has not been developed to the extent that definite sites for all requirements have been determined.
5. Model City planning is under way.
6. Removal of much of the railroad facilities on the east bank of the Platte River is now proposed to create park areas in their place. This is a very ambitious plan with costs estimated to be around 60 million dollars. Completion of this plan in the foreseeable future is very problematical. This is illustrated on Exhibit C.
7. Stapleton International Airport is continuing to be enlarged and a new north-south runway is proposed within the next five years. The City has obtained additional land at the Rocky Mountain Arsenal for this runway.

SITE ACTIVITIES

SITE REQUIREMENTS

Attached as Exhibit D is a copy of the Site Directive and specific site requirements as developed by the Treasury Department. The

SITE REQUIREMENTS (continued)

directive requires the selection of a site within the City and County of Denver, containing an area of 25 to 30 acres. The amount of \$1,500,000 has been appropriated for the purchase of such a site.

The combination of the three basic requirements, i.e., size, location, and funds available, restricts the number of available sites meeting this criteria. Denver is one of the fastest growing areas in the United States. Industrial subdivisions have been very successful, leaving a minimum of this type and size areas undeveloped.

SITE INVESTIGATION

1. Visit with City and State Officials:-

On November 11, 1971, the following representatives of GSA, Treasury Department, and the Mint called on Mayor William McNichols and Governor John Love to advise that funds had been appropriated to purchase a site for a new Mint in Denver and the procedures that would be followed in selecting a site:

William L. Dickey, Deputy Assistant Secretary, Treasury Dept.
Frank McDonald, Deputy Director, U. S. Mint
Robert Fredlund, Director, Administrative Programs, Treasury Dept.
George Ambrose, Chief, Industrial Facility, Treasury Dept.
Jack Ware, Administrative Assistant to Senator Gordon Allott
Betty Higby, Superintendent, Denver Mint
Robert E. Waggoner, Regional Administrator, GSA, Region 8
Patrick Murphy, Executive Assistant to Regional Administrator,
GSA, Region 8
Gregory Cavanagh, Regional Director, PBS, GSA, Region 8

Subsequent to these meetings, Mr. Dickey held a press conference. Attached as Exhibit E is a copy of the November 12, 1971, issue of the Denver Post that reports on the press conference.

Display advertising requesting offers for this site were inserted in the following newspapers on November 14, 21, and 28:

"The Denver Post"
"The Rocky Mountain News"

This advertisement was also inserted in the "Cervi's Journal" on November 18, 24, and 30; and the "Daily Journal" on November 23 and 30. Attached as Exhibit F is a copy of typical ad as it appeared in these papers.

SITE INVESTIGATION (continued)

GSA members of Site Investigation Team:

Robert E. Waggoner, Regional Administrator, Region 8
Gregory Cavanagh, Regional Director, PBS
David L. Gess, Design and Construction Division, PBS
Fred W. McFarland, Chief, Space Management Division, PBS

Treasury Department Officials:

Betty Higby, Superintendent, Denver Mint
H. Frost, Denver Mint

Sites were visited on January 12, 1972.

SITE NO. 1 - PORTION OF PARK HILL GOLF COURSE

This site is bounded by 35th Avenue on the south, Park Hill Golf Course on the west, Smith Road and Golf Course on the north, and Dahlia Street on the east. It is a portion of the Park Hill Golf Course, the total area of which is approximately 220 acres. However, the southeasterly 65 acres of the area is unimproved. The area is owned by the Clayton Trust. Many civic leaders are in charge of this Trust. Mayor Bill McNichols is the Chairman. We received offers from two different realtors offering a portion of the 65 acres. Both stated they had discussed submission of an offer on the tract with representatives of the Trust, who had indicated the parcel could be sold for this purpose. There was no price indicated in the two offers received, both advising it would have to be negotiated. However, it is felt the price would perhaps range between \$1.00 to \$1.25 per square foot. The site is not in a flood plain. The northern half of the east boundary is bordered by a new industrial park area, while the southerly half of the east boundary and the south boundary are bordered by low to middle income housing. Just north of Smith Road is Interstate Highway 70. Colorado Boulevard, the west boundary of the Golf Course, is a main north-south arterial highway. Public transportation presently services Colorado Boulevard and the southwest corner of the site.

A spur track from the main line of the Union Pacific services the industrial area on the east side of Dahlia Street and this spur could be extended into the site. Smith Road is owned by the Union Pacific Railroad, with an Easement to the City of Denver for Smith Road itself. Therefore, the Railroad Company advises they could cross Smith Road at any feasible point with a spur into this site.

Subsequently, consideration was given to a 30-acre parcel of this Golf Course fronting on Colorado Boulevard. Mr. Duffy, Vice-President, First National Bank of Denver, advised the bank is managing this Golf Course for the City & County of Denver, who are the Trustees of the Clayton Estate. The Golf Course was leased to the City of Denver, who subleased it to the present operators for a 10-year period in 1971. Approximately \$250,000 has been spent this past year for improvements to the Golf Course and the Club House. This would preferably eliminate using the corner of 35th and Colorado, but Mr. Duffy suggested a site further north, possibly extending southerly from Smith Road and fronting on Colorado Boulevard. Those fairways eliminated by Government acquisition would result in redesigning the Golf Course to use that portion of the area adjacent to 35th and Dahlia.

Foundations

The probable character of the substrata for this site is sand, gravel, silt and clay with bedrock lying 70 to 80 feet below the surface. This site is on the westerly edge of an underground depression or stream bed which was filled with alluvial deposits during the ice age. This 70 to 80 feet of fill includes layers of wind-blown fine sand which may have less bearing capacity than the water deposited sand and gravel fill such as that deposited closer to the South Platte River channel.

Expansive clays may be encountered at this site. Nearby soil conditions have been found to satisfactorily support heavily-loaded warehouse buildings with shallow footings and slab-on-grade. However, recent soil investigations have also found expansive clays from 7 to 13 feet below grade which required caissons to elevations 15 to 20 feet below grade to support a "bakery" in an area north of this site. The north half of this 65-acre site is the least desirable. A pond or swamp which existed near Dahlia Street and 41st Avenue has been filled with at least six feet of rubbish and other fill material.

Geological Survey personnel who have made recent "well" studies in this area report the substrata varies excessively in a very short distance and the only sure way of determining potential foundation problems is to have a detailed soil investigation made of the specific area in question.

Dampness

Flooding or a high water table is not a problem at this site. Adjacent construction work encountered no sub-surface water within six to eight feet below the surface.

Grade

The entire 65-acre site slopes about 40 feet in 4,000 feet or about one per cent from south to north. The south half of this 65-acre site which is under consideration for the new Denver Mint lies generally one to two feet above the street and appears quite level.

Public Utilities

Water: City of Denver water is available at the south, east and west sides of this site from water mains ranging in size from 8 to 16 inches.

Natural Gas: Public Service Company of Colorado has a four inch gas line with 1/2 pounds pressure which runs up Dahlia Street to 38th Avenue, from 38th to 39th Avenue this line is reduced in size to a two inch line. Dahlia Street is located at the east edge of this site and gas service should be no problem.

Electrical Power: A 13.8 kv line exists near the north boundary of this site, but the Public Service Company of Colorado will re-route this line overhead at no cost. If the customer requires underground installation, he must pay for the difference between the cost of overhead and underground construction. This is estimated to be approximately \$15,000. An underground installation is recommended.

See Exhibit 1-A for approximate utility line locations.

Sewers

Sanitary Sewer: There is a City-owned 10-inch sanitary sewer running north from 38th Avenue in Dahlia Street.

Storm Sewer: There is a 33-inch storm sewer located near the intersection of Dahlia Street and Smith Road.

ADVANTAGES

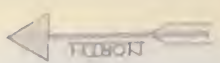
1. Size and configuration of site is excellent.
2. Based upon best information available and without a formal appraisal, it is indicated it could be purchased within funds available.
3. It is unimproved.
4. There would be no delays in occupancy nor increased costs due to need for relocating occupants, removal of utility lines, or demolition of improvements.
5. It is not in a flood plain or subject to rain runoff.
6. Utilities are immediately available.
7. A spur track could be extended into the site.
8. Is readily accessible by existing public transportation.
9. Is near to principal north-south arterial highway.
10. It is not adjacent to such access ways to create excess traffic problems entering or leaving the site.
11. It is adjacent to a golf course which provides a buffer zone to the west and the size of the site will permit buffering on the east and south boundaries.
12. Subsoil is suitable for type of construction proposed.
13. Motels are nearby for tourists and official visitors to the completed Mint.
14. It is only two miles west of Stapleton International Airport.
15. There is adequate low and middle income housing nearby.
16. The site is practically level.
17. The alternate site would have Colorado Boulevard frontage; would be distant from any residential area and buffered by the golf course to the east and south and Smith Road on the north.

DISADVANTAGES

1. The site is approximately four miles from the Central Business District of Denver.
2. The site is not zoned for this type of use; however, adjacent areas at north end of site are so zoned.
3. It is bounded on two sides by residential development.
4. A stated price for the site is not available and its probable cost can only be estimated at this time.
5. Negotiations with the Trust may be time consuming, depending upon their authorities and limitations under the law.
6. Offers no possibility in improving downtown Denver.
7. Since the alternate site is under lease, negotiations would be involved with three entities, the Trust Department of the First National Bank, the City of Denver, and subtenants and operators of the golf course. If any one of the three refused to cooperate in negotiations, condemnation action would be necessary.
8. It would probably take at least two years for the golf course to be redesigned and new fairways developed in lieu of those taken for the site.

EXHIBIT 1-A Site Plat of
Utility Line
Locations

LEGEND
 - 10' WIDE SIDE WALK
 - 5' WIDE SIDE WALK
 - 10' WIDE SIDE WALK
 - 10' WIDE SIDE WALK
 - 10' WIDE SIDE WALK



PARK HILL
 ALTERNATE
 SITE
 25 ACRES ±

PARK HILL GOLF COURSE

PARK HILL SITE
 30 ACRES ±



A. PROPOSED SITE - PARK HILL SITE

SCALE 1" = 200'

APR. 2, 1972



GENERAL SERVICES ADMINISTRATION
PUBLIC BUILDINGS SERVICE

PARK HILL SITE

RECOMMENDED SITES -
CHARACTERISTICS

| CITY & STATE | CONTEMPLATED BUILDING TITLE | | |
|---|--|--|--|
| Denver, Colorado | U. S. Mint | | |
| (BIND THIS SHEET WITH REPORT) | FIRST CHOICE | SECOND CHOICE | THIRD CHOICE |
| The Site Agent will furnish hereon the following detailed information concerning the site recommended by him, and such other sites as appear to be desirable as alternative selections. (Use same number for bid as given in synopsis.) | Bid No.----- OFFERED BY ----- Size-----by-----ft. Price, \$----- | Bid No.----- OFFERED BY ----- Size-----by-----ft. Price, \$----- | Bid No.----- OFFERED BY ----- Size-----by-----ft. Price, \$----- |
| FOUNDATIONS: Probable character of substrata (rock, clay, sand, etc.)----- | Sand, Gravel, Silt & Clay | | |
| Is any part of site filled ground?----- | Yes | | |
| Have local builders encountered quicksand near any of these points?----- | No | | |
| Do brick or stone buildings nearby show signs of settlement?----- | No | | |
| Is there any condition present which would make secure foundations unusually expensive?----- | Deep Bedrock | | |
| Approximates depth to rock below a designated point of site.----- | 70 to 80 Ft. | | |
| DAMPNESS: Is site exposed to flood water from streams?----- | No | | |
| Are the basements of nearby buildings damp?----- | No | | |
| GRADE: Give grade of general surface of site above or below streets.----- | Above | | |
| General topography in relation to established grades of streets around site.----- | Gently sloping | | |
| Is street corner the highest or lowest point of site?----- | Highest | | |
| Maximum slope of site?----- | 1% | | |
| PUBLIC UTILITIES - Availability at each site: Water?----- | Yes | | |
| Gas (natural or artificial)?----- | Yes | | |
| Electric light?----- | Yes | | |
| Electric power?----- | Yes | | |
| Street mains for heating?----- | No | | |
| SEWERS: Give distance from each site to most accessible sanitary sewer, and state whether it is public or private.----- | 40 Ft. ± Public | | |
| Sewer diameter (in inches), and depth of the bottom of the inside of the sewer below surface of street or alley.----- | 10" diameter | | |
| Is there a separate storm water sewer available, or are the sanitary and storm water sewers combined.----- | Separate | | |
| PAVEMENT: With what material are abutting streets paved, and what is width of paving between curbs?----- | Concrete/Asphalt | | |
| | 36 to 45 Ft. | | |
| | 60 Ft. | | |
| FIRE LIMIT: Widths of abutting streets between property lines.----- | NA | | |
| Widths of abutting alleys and whether each alley is public or private.----- | NA | | |
| With what material are abutting alleys paved?----- | 35th Avenue or Dahlia St. | | |
| PRINCIPAL STREET: On which street should the new building front?----- | See Narrative | | |
| TITLE: If owner does not claim to have a clear title, state briefly principal defects in the title.----- | See Narrative | | |
| LEASE: Is this site or any part thereof under lease?----- | | | |
| Does the Government now lease any part of this site?----- | | | |

(BIND THIS SHEET WITH REPORT)

REPUTABILITY: State generally whether the character of the buildings and the nature of the business, etc., in immediate vicinity of each site are objectionable.

VALUATIONS: State assessed valuation of each site----- Land-
Buildings--

Give ratio of assessed value to market value-----percent.

[Get signed statement from assessor as to both assessed values and ratio.]-----

Judged by prices paid for property in these respective neighborhoods within last 2 or 3 years, about what is fair value of each site?-----

If you recommended condemnation, state amount of damages likely to be awarded (reasons for believing condemnation best must be stated in report) -----

DRAWBACKS: Describe briefly any circumstances (not elsewhere herein set forth) affecting the desirability or use of either site.

1. Sewer, gas, or water pipes, conduits, etc., under site (give location and depth and terms permitting such occupancy) -----

2. Any party wall?-----

3. Wires across site?-----

4. Any walls, areas, cornices, awnings, fences, etc., encroaching on this site?-----

5. If site is under lease, state expiration thereof and rent paid thereunder.-----

6. If site is undermined or subject to mineral rights, state facts

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

See Narrative

See Narrative

See Narrative

None

No

No

No

IMPROVEMENTS now standing on land. Give value and a brief description of existing buildings, etc.:

FIRST CHOICE-----

See Narrative Report

SECOND CHOICE-----

THIRD CHOICE-----

REMARKS:-----

Date-----

Site Agent.

AMPLIFY IN NARRATIVE REPORT IF CONDITIONS REQUIRE

PHOTOS OF SITE



PARK HILL GOLF COURSE FROM WESTERLY CORNER



FROM SOUTHEAST CORNER



COMMERCIAL DEVELOPMENT ACROSS DAHLIA STREET FROM SITE

SITE NO. 2 - SOUTH PLATTE
SITE

AERIAL PHOTO OF SITE



COMMERCIAL PHOTO

BY

HOTCHKISS INC.

4055 FOX ST. — PH. GL. 5-9517

NO. 20316-B

PHOTO BY Gene

DATE 1/24/72

SITE NO. 2 - SOUTH PLATTE SITE

The City has offered the Government its maintenance yard, extending along the west bank of the Platte River from about 17th Avenue to 23rd Avenue/7th Street. The site purportedly contains 13.2 acres. However, in analyzing the City subdivision maps of the site, it actually is only about 11.8 acres, since it appears the 13.2 acres included the C&S R/W adjacent to the site. Since that is an insufficient size, and at the suggestion of representatives of the Treasury Department, we have developed a site containing approximately 22.3 acres, more or less, extending northerly from the City property to along the easterly side of Water Street to its near intersection with the Platte River. This results in an elongated, irregular-shaped site nearly 4,000 feet long, following the left bank of the river and the Colorado And Southern Railway and in width varying from 467 feet at the widest to points at either end.

As indicated earlier, we were requested to extend the site still further by including the area west of Water Street, between 7th and 10th Streets. This area, exclusive of Water Street, but including 7th, 8th, 9th and 10th Streets, contains approximately eight acres. Water Street is not included in the site, since at this point in time it seems obvious from the amount of traffic observed on Water Street, and as an access to the site, that Water Street must remain, although it should be relocated adjacent to the C&S R/W, thereby creating a more contiguous site. A new Texaco Service Station has just been constructed on the southwest corner of 7th Street and Water Street. It was not included since it was concluded a service station would be a desirable facility adjacent to the Mint for both employees as well as for Mint visitors. The addition of these parcels increases the size of the site to approximately 30 acres.

Attached as Exhibit 2-A is a copy of the City's offer, which is \$865,000 or at the rate of \$1.50 per square foot, based on 13.2 acres.

Following is a list of the ownerships involved and the assessed valuation of each parcel:

| <u>PARCEL NO.</u> | <u>OWNER</u> | <u>ASSESSED VALUATION</u> | | |
|-------------------|--|---------------------------|---------------------|--------------|
| | | <u>Land</u> | <u>Improvements</u> | <u>Total</u> |
| 1. | Melvin Frasier Glencoe Inv. Co. John W. Dick | \$ 6,240 | \$ 920 | \$ 7,160 |
| 2. | Same as (1) | 3,020 | None | 3,020 |
| 3. | Melvin Frasier | 6,310 | 36,030 | 42,340 |
| 4. | Jack Shapiro | 860 | None | 860 |
| 5. | A.Y.Co., Et Al | 9,300 | 6,460 | 15,760 |
| 6. | Jack Shapiro | 4,820 | 14,710 | 19,530 |
| 7. | KWAL Paint, Inc. | 9,470 | 29,720 | 39,190 |
| 8. | Jourgensen Paint Mfg. Co. | 9,520 | 19,300 | 28,820 |

| PARCEL NO. | OWNER | ASSESSED VALUATION | | |
|----------------------|----------------------|--------------------|--------------|-----------|
| | | Land | Improvements | Total |
| 9. | Elizabeth S. Kessler | \$ 4,590 | \$ None | \$ 4,590 |
| 10. | Colorado Ski Country | 2,850 | 1,890 | 4,740 |
| 11. | K. W. Perry, Et Al | 2,310 | 12,600 | 14,910 |
| 12. | T.J. James, Sr. | 700 | 1,000 | 1,700 |
| 13. | Jack Shapiro | 760 | 890 | 1,650 |
| 14. | H. B. Decker | 440 | 860 | 1,300 |
| 15. | N. M. Welsh | 320 | 1,400 | 1,720 |
| 16. | C. Ramponi | 790 | 1,180 | 1,970 |
| 17. | Leo Schenkier, Et Al | 1,920 | 5,780 | 7,700 |
| 18. | J. Berenbaum | 570 | (Vacant) | 570 |
| 19. | L. Ginsberg, Et Al | 780 | (Vacant) | 780 |
| 20. | G. Levy | 370 | 530 | 900 |
| 21. | D. Gameno | 780 | 420 | 1,200 |
| 22. | G. Brewer | 1,740 | (Vacant) | 1,740 |
| 23. | J. Shapiro | 1,910 | 11,280 | 13,190 |
| 24. | J. Shapiro | 860 | 620 | 1,480 |
| 25. | J. Shapiro | 520 | (Vacant) | 520 |
| 26. | J. Shapiro | 510 | 300 | 810 |
| 27. | N. P. Fisk | 780 | 1,710 | 2,490 |
| 28. | N. P. Fisk | 520 | 1,130 | 1,650 |
| 29. | M. Rahn | 370 | 1,080 | 1,450 |
| 30. | M. Rahn | 370 | 830 | 1,200 |
| 31. | J. Berenbaum | 400 | 340 | 740 |
| 32. | S. Cohen | 320 | 1,850 | 2,170 |
| 33. | J. Shapiro | 370 | 270 | 640 |
| 34. | L. Olona | 300 | 2,110 | 2,410 |
| 35. | J. Shapiro | 860 | (Vacant) | 860 |
| 36. | J. Shapiro | 780 | (Vacant) | 780 |
| 37. | N. Esparza | 860 | 1,350 | 2,210 |
| 38. | C. Viescos | 380 | 770 | 1,150 |
| 39. | V. Tallon | 240 | (Vacant) | 240 |
| 40. | J. Shapiro | 240 | (Vacant) | 240 |
| 41. | E. Swazo | 860 | 2,480 | 3,340 |
| 42. | M. Salazar | 780 | 1,570 | 2,350 |
| 43. | W. Kimsey | 200 | 950 | 1,150 |
| 44. | S. E. Cohen | 1,740 | 2,560 | 4,300 |
| 45. | D. Chavez | 860 | 1,160 | 2,020 |
| 46. | M. Desouza | 1,920 | 4,920 | 6,840 |
| 47. | S. Cohen | 740 | 870 | 1,610 |
| Total Assessed Value | | | | \$257,990 |

For the total 30 acres there would be 47 individual parcels to be acquired involving 34 different owners, plus closing of 7th, 8th, 9th and 10th Streets and demolition of approximately 35 buildings. The gross estimates listed below do not include costs of relocating personal property in the City's warehouse, machines and equipment stored on the parcel nor bulk piles of sand, gravel, and other building supplies that should be moved. None of the owners involved in the area west of Water Street have been contacted.

RECAP OF ESTIMATED COST OF SITE NO. 2

| | |
|--------------------------------------|----------------|
| City Property | \$ 865,000 |
| Balance of Site | 860,000 |
| Relocation of 6 businesses (minimum) | 60,000 |
| Relocation of occupants | <u>225,000</u> |
| | \$2,010,000 |

In addition, there would be the additional cost for relocating the utility lines estimated at \$106,000; the cost of relocating the storm sewers and demolition costs, estimated at \$300,000, or a total of \$2,416,000; round off at \$2,425,000.

Attached as Exhibit 2-B is a sketch of the total site.

Planning for the Area

The City Planning Commission has recently proposed the railroads relocate their switching yards and roundhouse that are immediately across the Platte River from this site, and known locally as the Rice Yards, to a site near the northwest corner of the Rocky Mountain Arsenal. The Rice Yard area then to be converted into an open area park. This plan suggests the site we are considering here as an "Institutional Site". Attached as Exhibit C is a copy of this plan. The obstacles to the completion of this plan are two-fold.

First, the City wishes to acquire the Arsenal site under the open area park policy of the Federal Government and then trade the site to the Railroads.

Secondly, the estimated cost for this work is approximately 60 million dollars. Neither the railroads nor the City have the funds to accomplish this relocation. There is some belief locally the Department of Transportation of the Federal Government would provide these funds through a grant or subsidy.

There the matter stands at this time.

Housing

Housing for low and middle income employees is nearby. North Denver, (on the west side of the river) would meet this requirement, as well as the established housing on the east side of the river. This site is in the Model Cities area. It is only about 1-1/2 miles west of the existing Mint and no increase in personnel strength is contemplated when the new facility is occupied, there is no indication at this time the location would work an unusual hardship on present employees. It is sufficiently close to low and middle income housing to attract these residents to this site as a place to work.

A Colorado and Southern Railroad spur lies between the site and on the river bank. Additional spurs could be extended adjacent to or into any building located on the site.

Since there are four large businesses on this site, probably one year would be required to secure possession of the improvements. Demolition time is minimal. Four of the five owners of these properties have been interviewed. They were advised the Government was making a survey of this area as a possible site for the Mint and wished to obtain their reactions to selling their property to the Government. Two owners welcomed the opportunity to sell. The owner of the KWAL Paint property did not object and indicated an interest in trading for an alternate site. The fourth was not anxious to sell. He owns the furniture manufacturing plant on the northeast corner of 7th and Water. It is an obsolete building, built in the 1890's as a stable and he does not feel the price he would receive for his property would permit him to relocate without great expense to him.

The two corner properties, identified as Parcel 9, are reportedly listed for sale by the California owner.

Therefore, with the exception of the furniture factory, acquisition of the balance of the site does not appear, at this time, to be too difficult.

Under P.L. 91-646, the Government would have to pay to move these businesses to new locations. Three are manufacturing enterprises and the fourth is an office and warehouse operation. Relocation of these businesses could be expensive.

Accessibility

This site is adjacent to Interstate Highway 25, the main north-south highway traversing the State of Colorado. The site is bounded on the east by a spur track of the Colorado and Southern Railroad Company. At this time there is no public transportation serving the site. Access to the site is from the west. Access from the north and south is easy from I-25 and from 23rd Avenue, west of I-25. However, access from the east is more difficult. There is not a direct access to the site from the east. Travelers from the east must either cross the Speer Boulevard (14th Street) viaduct, turn south on I-25 and come off on the 23rd Avenue overpass, or take Larimer or Colfax Avenue and enter I-25 at that point and take one or two exits from I-25. Water Street extends northerly to 15th and 16th Street viaducts. With this limited access and little chance for improvement, there is a possibility of traffic jams morning and evening when employees are reporting to and leaving work.

Foundations

Probable substrata: Sand, gravel, silt, clay. Bedrock is 30 to 40 feet below grade. Apparently a limited area of this site has fill of unknown depth. Three feet of sand and cinders were encountered at both of the shallow test holes drilled on November 10, 1971, by the Colorado Highway Department. See F. A. Mattei's letter of November 11, 1971. (Exhibit 2C)

A cursory review of old geodetic maps of the site indicate the elevation of this site has not materially changed since 1930. That is, the present elevations are reasonably close to the virgin elevations with limited amount of fill likely to be encountered at this site.

This area does not have a history of quicksand; however, excessive subsurface water is expected to increase the cost of foundation work. The change in water table may change the bearing capacity of the soil and, therefore, require all loads to be carried on caissons or piles.

Dampness

Potential Flood Exposure.

This site is exposed to flood water from the adjacent South Platte River. A portion of this site was flooded by the 1965 flood which was considered to be a "100-year flood."

If a Standard Project Flood were to occur tomorrow, approximately 25% of the 13+ acres offered by the City of Denver would be covered with water from a few inches up to 36 inches deep. Approximately 40% of the pie-shaped ten-acre area located directly north of the City of Denver property and east of Water Street would be flooded during a Standard Project Flood. Even with the Chatfield Dam completed, the Corps of Engineers estimate a Standard Project Flood would produce a water level within one foot of the 1965 flood level at the point where 7th Street intersects the South Platte River. See R. G. Burnett, Chief, Engineering Division, Corps of Engineers, letters dated July 16 and 23, 1971. (Exhibits 2D and 2E.)

The Corps of Engineers define a Standard Project Flood as, "a flood which is representative of the largest flood reasonably expected to occur and would be exceeded only on rare occasions." The importance of this project warrants protection at least against a Standard Project Flood.

Potential Flood Exposure. (continued)

See Exhibit 2F for areas flooded in June 1965.

Executive Order 11296, dated August 11, 1966, provides, in part, in Section 1 that "All executive agencies directly responsible for the construction of Federal buildings ---- shall evaluate flood hazards when planning the location of new facilities and, as far as practicable, shall preclude the uneconomic, hazardous or unnecessary use of flood plains in connection with such facility."

Section 4 provides "Any requests for appropriations for Federal construction of new buildings ---- transmitted to the Bureau of the Budget ---- shall be accompanied by a statement by the head of the agency on the findings of his agency's evaluation and consideration of flood hazards in the development of such requests."

GSA policy directs the regions to consider flood hazards when planning the location of a Federal building in order to minimize the exposure of such buildings to potential flood damage and the need for future Federal expenditure for flood protection. It further provides that sites that are otherwise suitable, but have a flood damage potential even with flood protection structure and could result in uneconomic use of the property by the Government shall be eliminated from further consideration (PBS P 1600.1, Chapter 2-21.1 and 2-21.16).

Subsurface Water

Two test holes were drilled on November 10, 1971, in a low area directly north of site offered by the City of Denver. Free water was developed at 8-1/2 feet below the surface at the approximate elevation of 5,180, which was about the same elevation of the river at that time. This figure is considered to be of no real value because the water table at this site will fluxuate considerably from season to season depending on river flow as well as underground water runoff from the high ground to the west.

Grade

This site generally lies lower than adjacent streets and highways. This site is on the west bank of a river where all land to the west rises.

Northbound Valley Highway Exit No. 104 is located near the highest point of the site.

Grade (continued)

Maximum slope of the site is about 3% from south to north and west to east.

The Colorado State Highway Department reports a recently completed project extended the adjacent northbound roadway of the Valley Highway to four lanes which is the optimum for this roadway. No additional northbound lanes are ever anticipated to be built.

Public Utilities

Water: Water is available from the City of Denver with a twelve (12) inch waterline which feeds from the south-east and runs west up Seventh Street and south on Water Street to the property offered by the City of Denver.

Gas: Natural gas is available from Public Service Company of Colorado from a sixteen (16) inch line with one-half (1/2) pounds pressure, which feeds from the south-east and runs up Seventh Street.

See Exhibit 2G, approximate utility line layout.

Electric Power: A 115 KV transmission line runs over the property near the north-south centerline. The line is installed on steel towers, three of which are on the site. Two 13.8 KV distribution lines are underbuilt on the same steel towers.

All of these lines must be removed to clear the site. This can be done by re-routing the lines, overhead or underground, along the east side of the proposed site. There appears to be enough space between the east property line and the Platte River to accommodate towers for lines re-routed overhead. This routing would permit the site to be cleared completely, but may necessitate acquisition of easement east of the site. If the lines are re-routed on the site (at the east side) they will encumber a 35-foot wide strip of the property. If this is intolerable and if easement east of the river cannot be obtained, the lines can be put underground near the east property line. This will require structures at each end of the underground segment which will encumber a 50 by 50-foot square of property at each end.

The estimated cost for re-routing the 115 KV line overhead on steel towers equal to existing towers is \$46,100. This does not include costs for easements. The estimated cost of putting the 115 KV line underground is \$56,400.

The Utility Company (Public Service Company of Colorado) will re-route the existing 13.8 KV lines overhead at their expense in anticipation of revenue from the Mint operation. If the Government requires that

Electric Power: (continued)

these lines be put underground, it would be charged for the difference in cost between overhead and underground installation. It is estimated that this would amount to \$50,000. An underground installation is recommended.

Sewers

Sanitary Sewer: A main sanitary sewer line (4'-8" to 5'-0' diameter) which is owned by the City of Denver runs the entire length of the site offered by the City of Denver and the privately owned "pie-shaped" property to the north. This line runs parallel with the river and near the east property lines of all tracts. This line should not hinder any construction, but there is a sanitary sewer line which crosses the City of Denver property from 20th Avenue and ties into this main line and may have to be relocated or abandoned.

Storm Sewers: This site has four large concrete storm sewers crossing it from west to east. There are 30-inch storm sewers at 19th and 21st Avenues, a 4' x 5' concrete storm sewer at 20th Avenue and a 4' x 7' concrete storm sewer at 7th Street. These sewers could result in considerable problems and expense due to the possible conflict with foundations and the undesirability of having such large diameter tunnels running under such a facility as the Mint. Relocation may be difficult due to the long narrow building which may be expected on this long narrow site. See Exhibit 2G for approximately sewer line location.

Attached as Exhibit 2-H is a preliminary soils investigation report on this site, date March 23, 1972.

SOUTH PLATTE SITE

ADVANTAGES

1. Proximity to Central Business District - about 1-1/2 miles distant.
2. Conformance with City Planning for the immediate area.
3. Colorado and Southern has a spur track adjacent to the site.
4. It is adjacent to Interstate Highway 25.
5. Utilities are available.
6. Located in the Model Cities area.
7. Would not materially increase employees' travel time to work.
8. Some day the rail yards across the river from this site may be relocated and that area converted to a park.
9. With the additional eight acres, there is approximately 30 acres in the total site.

DISADVANTAGES

1. This site is in the flood plain of the South Platte River.
2. In addition to being subject to flood hazards, the most serious disadvantage to this site is its rather long, narrow, irregular shape. The exact location of the eastern property line of the site offered by the City of Denver is difficult to establish from the available data. The legal description furnished with the "offer" describes the eastern property line as the "westerly line of the official channel of the South Platte River." Apparently a railroad company has an easement at the east edge of the subject property directly west of the river.

The site as offered by the City is approximately 467 feet wide at the widest point and has an average width of only 240 feet, including the pie-shaped private property located north of the site offered by the City of Denver.

This 467-foot dimension is only 176 feet more than the 291-foot dimension of the east-west property line of the present Denver Mint.

This 467-foot dimension is further reduced by area required for railroad tracks, an existing sanitary sewer line, possible relocated power lines, future security fence or wall, loading docks, trucking areas, north-south driveways, etc. It appears this "narrow" site will put severe restrictions on the design architect and may result in unnecessarily long production lines and traffic flow patterns.

3. Site is developed. Therefore, in addition to the cost of acquisition, additional costs will be incurred for relocation of occupants and demolition of existing improvements.
4. Utility lines must be relocated.
5. There is no public transportation to the site.
6. Limited ingress and egress to the site could create traffic congestion.
7. Has no expansion possibilities.
8. If the storm sewers are not relocated, their existence could create a serious security problem.
9. Subsoil conditions would increase the cost of construction.

SOUTH PLATTE SITE

DISADVANTAGES (continued)

10. There are 135 persons, plus the City employees, now working on this site who would be forced to commute to a differnt work location or be forced out of work by the relocation of their employer's facility.
11. Since the additional 18.5 acres needed to increase the size of the City's site to 30 plus acres was not offered, the cost of the additional acreage, with improvements, can only be estimated. Ordinarily, the Assessor's assessment of Fair Market Value of a site and improvements is less than what may be determined by an M.A.I Appraiser. Therefore, any costs predicated upon assessment could be low. Relocation costs are difficult to estimate, without interviewing each owner-occupant and tenant, which has not been done.
12. It is estimated that approximately one year would be required to purchase and/or condemn the 47 parcels involved plus some additional time to complete relocation of all businesses, tenants, and owner-occupants.
13. Water Street would be retained and would bisect the site.
14. If the balance of the area west of Water Street is acquired, the average site width of that parcel is 500 feet by 1,260 feet in length.
15. Based upon a preliminary soil investigation on March 23, 1972, of that portion of the site offered by the City, that site may have considerable unsuitable fill material that would increase construction costs. This report also indicates bedrock is at approximately 20 feet below the surface rather than 30 feet as previously stated.

CONTRACT TO SELL REAL PROPERTY

I, undersigned, hereinafter called the "Vendor," who represents that he (she) (it) is the owner of the real property described below, do hereby, for himself (herself) (itself), his (her) heirs, executors, administrators (its), successors and assigns, agrees to convey to the United States of America, in accordance with the terms and conditions set forth herein, the land, together with the buildings and improvements thereon, unless specifically excepted, and all rights, hereditaments, easements, and appurtenances thereto.

The real property which the Vendor agrees to convey to the United States of America is located in:

CITY

Denver

COUNTY

Denver

STATE

Colorado

as shown by the attached plat and more particularly described as follows:

See attachment for Legal Description and Plat.

The Vendor covenants and agrees to convey to the United States of America the indefeasible fee simple title to the above-described land subject only to the following outstanding rights in third parties: *(If none, so state)*

A 30-day cancellable lease to Public Service Company of Colorado
for high voltage line.

The Vendor specifically reserves and excepts the following rights and interests in the above-described property: *(If none, so state)*

None.

The Vendor, and the spouse, if any, of the Vendor, by signing below, agrees to join in any deed to the United States, and agrees to convey said real property to the United States of America in consideration of the sum of

EIGHT HUNDRED SIXTY-FIVE THOUSAND and no/100----- dollars (\$ 865,000.00-----)
which amount shall be paid at the time the title to the property becomes vested in the United States.

The Vendor further agrees that the United States of America shall have _____ days to indicate its acceptance of the contract price and the terms and conditions herein, by mailing or delivering a copy of this contract signed by a duly authorized representative of the United States, to the Vendor at the address indicated below.

NAME OF VENDOR

CITY AND COUNTY OF DENVER

STREET ADDRESS, CITY, AND STATE

City and County Building

1437 Bannock Street

Denver, Colorado

80202

SIGNED, SEALED AND DELIVERED THIS

____ DAY OF _____ 196__

BY

Edward M. Hols
MAYOR

BY

(Spouse of vendor, if any)

The foregoing offer of the Vendor is hereby accepted for and on behalf of the United States of America this

THE UNITED STATES OF AMERICA

BY

(Contracting Officer)

____ DAY OF _____ 196__

(Title)

THAT PART OF RIVER FRONT IN THE TOWN OF HIGHLANDS AND SUBDIVISION OF BLOCKS 6, 8, 9 AND 12, RIVER FRONT IN THE TOWN OF HIGHLANDS LOCATED WITHIN BOUNDARIES DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS 565 FEET SOUTH OF THE SOUTH LINE OF VACATED WEST 19TH AVENUE AND 690 FEET EAST OF THE EAST LINE OF BRYANT STREET;

THENCE NORTHWESTERLY TO A POINT WHICH IS 612 FEET EAST OF THE SAID EAST LINE AND 210 FEET SOUTH OF THE NORTH LINE OF VACATED WEST 19TH AVENUE;

THENCE NORTHEASTERLY TO A POINT WHICH IS 620 FEET EAST OF THE SAID EAST LINE AND 108 FEET SOUTH OF THE SAID NORTH LINE;

THENCE WESTERLY TO A POINT WHICH IS 330 FEET EAST OF THE SAID EAST LINE AND 105 FEET SOUTH OF THE SAID NORTH LINE;

THENCE NORTHWESTERLY TO A POINT WHICH IS 315 FEET EAST OF THE SAID EAST LINE AND 5 FEET SOUTH OF THE SAID NORTH LINE;

THENCE NORTHWESTERLY TO A POINT WHICH IS 308 FEET EAST OF THE SAID EAST LINE AND 266 FEET SOUTH OF THE SOUTH LINE OF 20TH AVENUE;

THENCE NORTHERLY TO A POINT WHICH IS 309 FEET EAST OF THE SAID EAST LINE AND 166 FEET SOUTH OF THE SAID SOUTH LINE;

THENCE NORTHEASTERLY TO A POINT WHICH IS 66 FEET SOUTH OF THE SAID SOUTH LINE AND 317 FEET EAST OF THE SAID EAST LINE;

THENCE NORTHEASTERLY TO A POINT ON THE NORTH LINE OF WEST 20TH AVENUE AND 333 FEET EAST OF THE SAID EAST LINE;

THENCE NORTHEASTERLY TO A POINT WHICH IS 386 FEET EAST OF THE SAID EAST LINE AND 165 FEET NORTH OF THE NORTH LINE OF WEST 20TH AVENUE;

THENCE NORTHEASTERLY TO A POINT WHICH IS 547 FEET EAST OF THE SAID EAST LINE AND 211 FEET NORTH OF THE NORTH LINE OF VACATED WEST 21ST AVENUE;

THENCE NORTHEASTERLY TO A POINT WHICH IS 636 FEET EAST OF THE NORTHERLY EXTENSION OF THE SAID EAST LINE AND 369 FEET NORTH OF THE SAID NORTH LINE OF VACATED WEST 21ST AVENUE;

THENCE NORTHEASTERLY TO A POINT ON THE WEST LINE OF CRESCENT DRIVE AND 65.82 FEET SOUTH OF THE NORTH LINE OF BLOCK 4, SAID RIVER FRONT IN THE TOWN OF HIGHLANDS;

THENCE SOUTHERLY ON THE SAID WEST LINE OF CRESCENT DRIVE TO A POINT THAT IS 250 FEET SOUTH OF THE NORTH LINE OF SAID BLOCK 4;

THENCE EASTERLY ON A LINE PARALLEL WITH THE NORTH LINE OF BLOCK "B", SAID SUBDIVISION, TO THE EAST LINE OF SAID CRESCENT DRIVE;

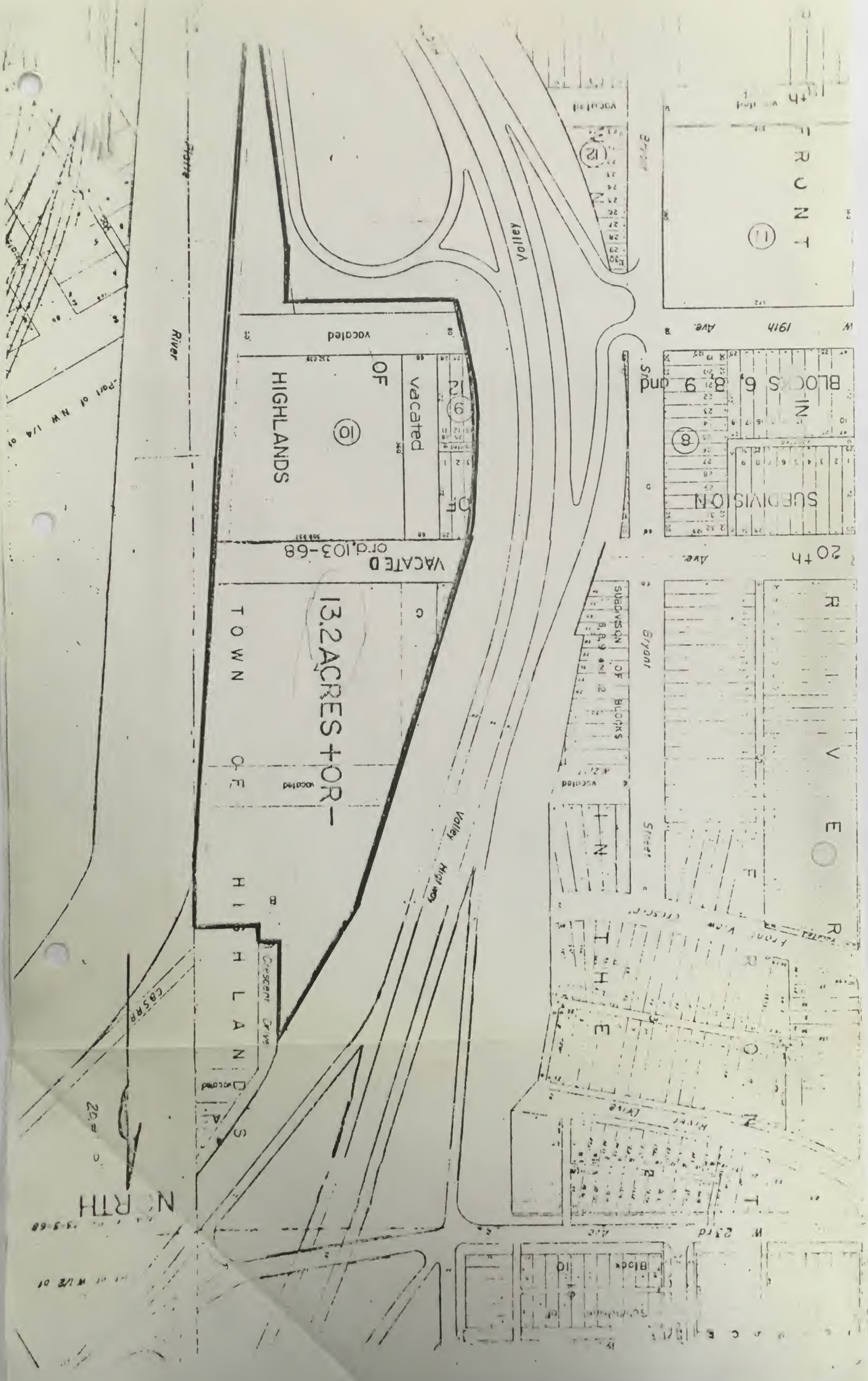
THENCE SOUTHERLY ON THE SOUTHERLY EXTENSION OF THE SAID EAST LINE 25 FEET;

THENCE EASTERLY ON A LINE PARALLEL WITH THE SAID NORTH LINE OF BLOCK "B" TO THE EAST LINE OF THE SAID SUBDIVISION;

THENCE SOUTHERLY ON THE EAST LINE OF THE SAID SUBDIVISION TO THE WESTERLY LINE OF THE OFFICIAL CHANNEL OF THE SOUTH PLATTE RIVER;

THENCE SOUTHWESTERLY ON THE SAID WESTERLY LINE TO A LINE WHICH IS 565 FEET SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF VACATED WEST 19TH AVENUE;

THENCE WESTERLY ON THE LAST MENTIONED PARALLEL LINE TO THE POINT OF BEGINNING.



NORTH

HIGHLANDS

13.2 ACRES + OR -

TOWN

HIGHLANDS

Crescent Drive

Valley

Valley Highway

SUBDIVISION OF BLOCKS 6, 8, 9 and 10

19th Ave.

20th Ave.

and

Bryant Street

SUBDIVISION OF BLOCKS 6, 8, 9 and 10

vacated

vacated

vacated

vacated

vacated

OF

vacated

VACATED

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EXHIBIT 2B - Plat of Ownership
& Water Street
Relocation



CITY OF
DENVER
13.2 ACRES ±

CRESENT ST.

ZUNI ST.

C&S RR

10.5 ACRES ±

9.7 ACRES ±

CHANNEL OF SOUTH PLATTE RIVER

WATER ST.

10th ST.

LEGEND

- 1. City of Denver
- 2. City of Denver
- 3. City of Denver
- 4. City of Denver
- 5. City of Denver
- 6. City of Denver
- 7. City of Denver
- 8. City of Denver
- 9. City of Denver
- 10. City of Denver

A PROPOSED SITE OF
U.S. MINT

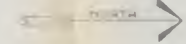


EXHIBIT 2C - Copy of Letter
dated 11/11/71
F. A. Mattei

November 11, 1971

Mr. Fred McFarland
General Service Adm.

Log of holes drilled on November 10, 1971, to determine the ground water level near I-25 and Platte River at 7th and Water St.

The holes were drilled with the DOH drill rig #928 (Williams Auger).

Hole #1 is approximately 75 ft. West of river and 100 ft. North of the North gate of City of Denver Highway Maintenance and Storage yard and 100 ft. South of burned rubble.

Hole #2 is 14 ft. West and 10 ft. South of hole #1.

Hole #1 Log.

| | |
|--------|----------------------------|
| 0 - 3' | Sand and Cinders |
| 3 - 6' | Moist Sandy Clay |
| 6 - 8' | Moist Clay |
| 8 - 9' | Gravel - Cobbles and Water |

Free water was developed at 8 1/2 ft.

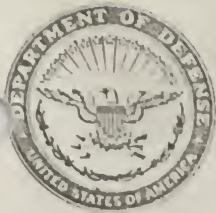
Hole #2 is the same as hole #1 and checks the log and water conditions.

F. A. Mattei
F.A. Mattei
Dist. 6 Mtls. Engr.

Drilling Crew:
D. Armstrong
E. Winn
F. Mattei

C.C. E.N. HAASE

EXHIBIT 2D - Copy of letter
dated 7/16/71
Corps of Engineers



DEPARTMENT OF THE ARMY
OMAHA DISTRICT, CORPS OF ENGINEERS
7410 U.S. POST OFFICE AND COURT HOUSE
OMAHA, NEBRASKA 68102

MROED-P

16 July 1971

Mr. Gregory Cavanagh
Regional Director
Public Buildings Service
Region 8, General Services
Administration
Denver Federal Center
Denver, Colorado 80225

Dear Mr. Cavanagh:

This responds to your 12 July 1971 letter request for flood hazard information along the South Platte River between 20th and 23rd Streets in Denver.

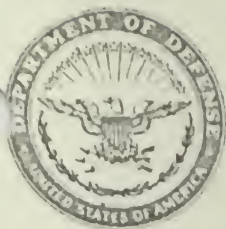
Our records indicate that the area in question was inundated during the June 1965 flood. Highwater marks were recorded in the vicinity at elevation 5190. The 1965 flood is representative of the 100 year flood.

The Chatfield Dam is expected to be closed in late summer 1973 after which flood protection will be provided along the South Platte River. After closure of the dam the 100 year flood will be confined within the banks of the river and will rise to about elevation 5182. The Standard Project Flood - which is representative of the largest flood reasonably expected to occur - would rise to approximately elevation 5187 at the site.

Sincerely yours,

for *MS Elliv*
R. G. BURNETT
Chief, Engineering Division

EXHIBIT 2E - Copy of Letter
dated 7/23/71
Corps of Engineers



DEPARTMENT OF THE ARMY
OMAHA DISTRICT, CORPS OF ENGINEERS
7410 U. S. POST OFFICE AND COURT HOUSE
OMAHA, NEBRASKA 68102

Mr. McDaniel
7/21/71
Julie

MROED-P

23 July 1971

Gregory Cavanagh
Regional Director
Public Buildings Service
General Services Administration
Region 8
Denver Federal Center
Denver, Colorado 80225

Dear Mr. Cavanagh:

This responds to your 20 July 1971 letter and supplements our letter of 16 July 1971--both regarding a flood hazard evaluation along the South Platte River.

The information we supplied by the 16 July letter applies to the location marked on the map you furnished with your original 12 July 1971 letter. It is essentially correct for that location, which we presume is the site in question. To avoid a misunderstanding, we will restate the flood data making a slight adjustment in the elevation for the standard project flood.

Since the street pattern at the site is confusing, we'll use the 7th Street bridge crossing of the South Platte River as the point of reference. It is near the center of the site of your inquiry. The 1965 flood--about the 100 year flood--reached elevation 5190. With the Chatfield Dam in operation, the 100 year flood will be confined within the river's banks and would reach elevation 5182. Under controlled conditions, the standard project flood would reach about elevation 5189. Taking into account the slope of the river, these elevations would be higher upstream and lower downstream at the rate of 2 feet per 1000 feet.

It would be in order to discuss any building proposals for this site with Denver's planning officials. They have in mind a flood plain zoning plan along the South Platte River.

Sincerely yours,

R. G. Burnett
R. G. BURNETT - 221-4401
Chief, Engineering Division



CITY OF DENVER
152 ACRES ±

CRESCENT ST

ZUNI ST

105 ACRES ±

PROPOSED SITE OF
U.S. MINT

SCALE 1" = 100'

EXHIBIT 2G- Plat of Utility
Line Locations

EXHIBIT 2H - Preliminary
Subsoil Investigation
Report



chen and associates, inc.
CONSULTING ENGINEERS



SOIL & FOUNDATION
ENGINEERING

2600 WEST 2nd AVENUE, SUITE 7
1924 EAST FIRST

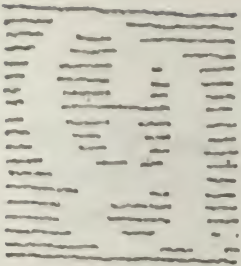
• DENVER, COLORADO 80219 •
• CASPER, WYOMING 82601 •

303/935-4697
307/234-2126

PRELIMINARY SUBSOIL INVESTIGATION
FOR PROPOSED BUILDING TO BE LOCATED
BETWEEN THE VALLEY HIGHWAY AND
PLATTE RIVER NORTH OF 17TH STREET
DENVER, COLORADO

Prepared for:

MR. GREGORY CAVANAGH
REGIONAL DIRECTOR, PUBLIC BUILDING SERVICE
BUILDING 41
DENVER FEDERAL CENTER
DENVER, COLORADO



chen and associates, inc.
CONSULTING ENGINEERS



SOIL & FOUNDATION
ENGINEERING

2600 WEST 2nd AVENUE, SUITE 7
1924 EAST FIRST

• DENVER, COLORADO 80219 •
• CASPER, WYOMING 82601 •

303/935-4697
307/234-2126

March 23, 1972

Subject: Preliminary Subsoil Investigation
for Proposed Building to be Located
Between the Valley Highway and
Platte River North of 17th Street,
Denver, Colorado.

Job No. 7827

Mr. Gregory Cavanagh
Regional Director, Public Building Service
Building 41
Denver Federal Center
Denver, Colorado

Dear Sir:

As requested; we drilled two test holes at locations designated by Mr. David Gess at the subject site. The purpose of the test holes was to determine the very general subsoil conditions and possible foundation alternatives for a commercial type building with heavy loads. Because of the time factor, laboratory testing was not conducted, and our discussion is based on field classification of the subsoils encountered as well as our experience in the area.

Site Conditions: The site lies immediately west of the South Platte River and is presently used as a city maintenance yard. A long narrow building occupies a part of the site, and smaller buildings and demolished buildings occur toward the north end of the site. We assume these buildings are founded on spread footings on the natural sand and gravels. The older portion of the city maintenance building has several cracks in the foundation but in general appears to be in fair condition considering its age.

The ground surface at the site is about 15 feet above the channel of the Platte River. It slopes up gently toward the west away from the river. This site also has a more gentle slope down to the north in the direction of flow of the Platte River. Most of the site lies on the present flood plain and was probably flooded during the 1965 high flow.

It appears that fill may have been placed erratically at many locations across the site. Our investigation was not in enough detail to delineate either the horizontal or vertical extent of these materials.

Subsoil Conditions: The upper subsoils encountered in the borings varied erratically, whereas the lower granular soil and bedrock were fairly uniform. In Test Hole 1, 12½ feet of very loose, sandy fill with a considerable amount of trash overlies medium dense to dense sand and gravel with cobbles which in turn overlies medium hard to hard claystone-sandstone bedrock at depth 22 feet. In Test Hole 2, 6 feet of trash fill overlies 4 feet of soft, wet, organic silt and 8 feet of medium dense sand and gravel which in turn overlies hard claystone-siltstone at depth 18 feet.

Free water was measured at depth 7 to 12 feet. This should be a fairly stabilized water level for this time of year since the soils were quite porous. We would expect the water table would fluctuate directly with the Platte River.

Most Probable Foundation Types: Two foundation systems are feasible at this site. A spread footing type foundation could be founded on the medium dense to dense sands and gravels below the existing fill, or spread footings could be placed on controlled compacted fill if the general site is to be raised. Spread footings on the natural soils could be designed for maximum soil pressures ranging from 3,000 psf to 6,000 psf depending on the uniformity of its relative density across the site. Footings placed on selected granular compacted fill may be designed for approximately 5,000 psf. In either case, all existing fill and soft organic soils should be removed first.

For heavily loaded columns or foundation walls, a straight-shaft pier system would be both feasible and desirable. The pier system has the advantage of requiring only one pier per column and deriving high bearing capacity by penetrating a relatively short depth into bedrock. It would also have the advantage of a negligible amount of settlement. Piers may be designed for a maximum end pressure of 30,000 psf to 50,000 psf with a skin friction of approximately 10% of that value. Because of the granular soils overlying bedrock and the elevation of the water table, pier holes would have to be cased in order to properly clean and dewater them prior to placing concrete.

Because of the loose condition and the content of the existing fill, it would probably have to be removed and replaced with suitable material if floor slabs are to be placed on grade. This would be required to minimize settlement of heavily loaded floor slab areas.

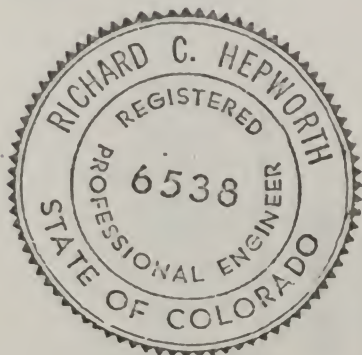
Mr. Gregory Cavanagh
March 23, 1972
Page 3

Additional Investigation: The above discussion is based only on the results of two test holes for a very large site. It is quite likely that varying conditions will be found if detailed drilling is done across the entire site. We would recommend an extensive drilling, laboratory testing and engineering analysis prior to final design and construction.

It has been a pleasure to be of service to you. If we can provide additional information or be of further assistance, please let us know.

Very truly yours,

CHEN AND ASSOCIATES, INC.



RCH/bn
Encls.

By Richard C. Hepworth
Richard C. Hepworth, P. E.

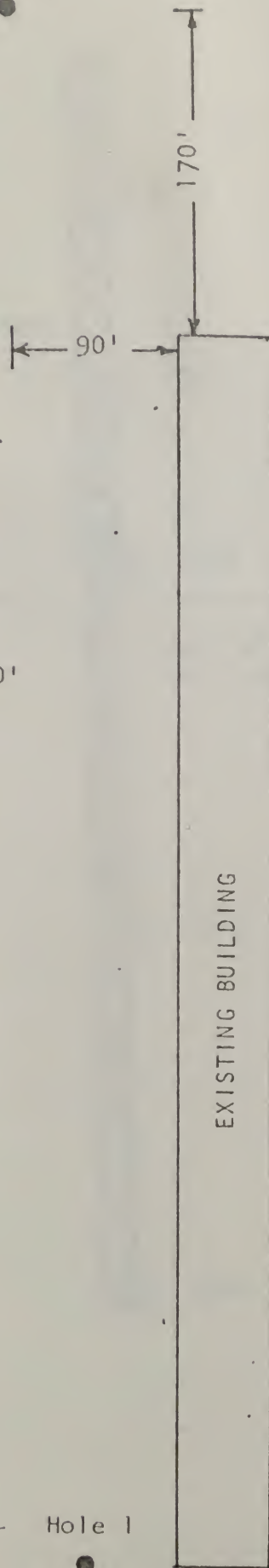
Hole 1

Hole 2

Hole 2



Approximate
Scale: 1" = 100'

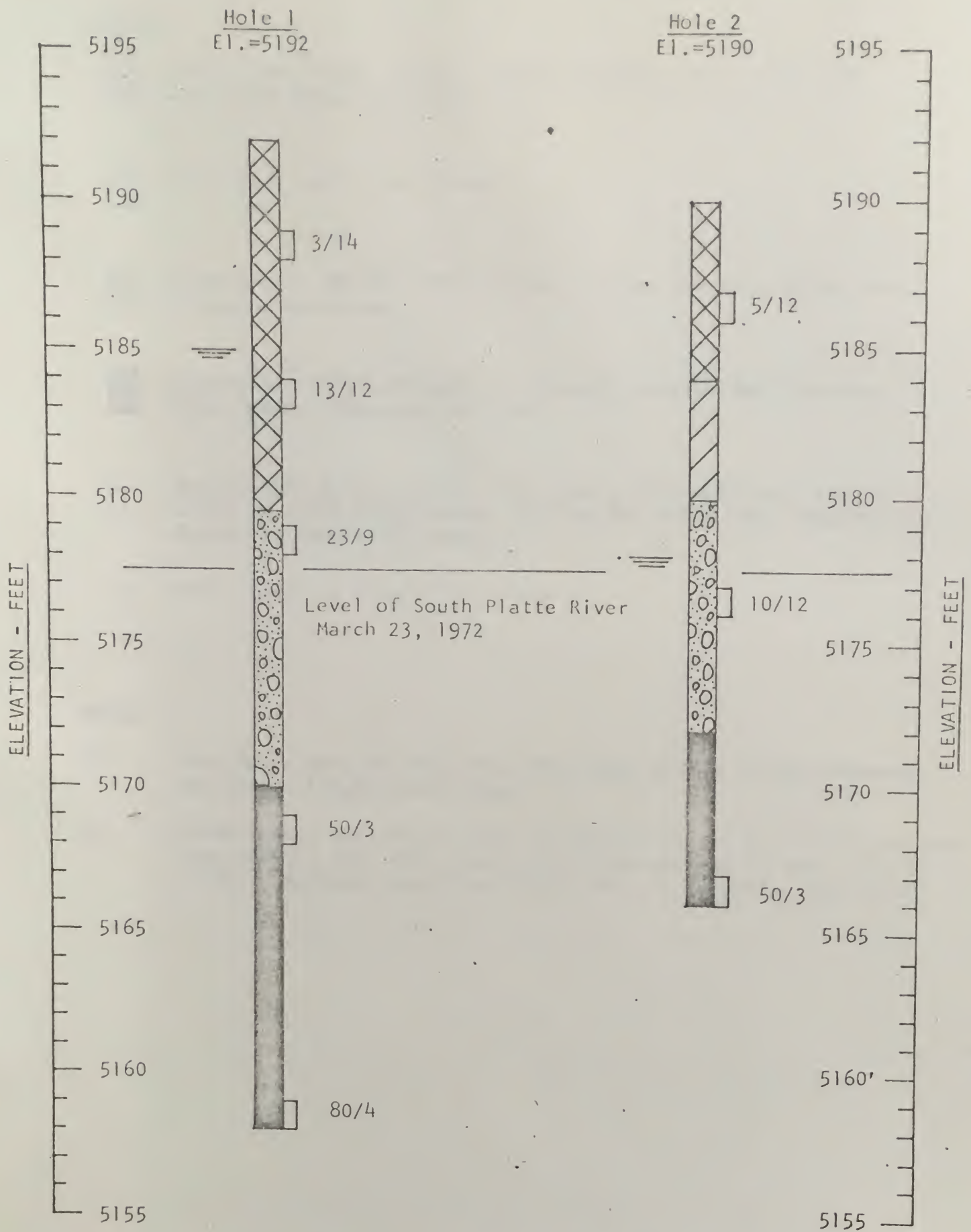


B.M. is top of pier
cap on 16th Street
Viaduct.

Hole 1

50'

Elevation water surface
5177'



LEGEND:



Fill, clay, sand, gravel, trash, organic, very loose and wet, dark brown to black.



Silt (ML), soft, wet, black.



Sand-gravel (SP-GP) with cobbles, medium dense to dense, wet, brown to red-brown.



Claystone-siltstone-sandstone bedrock, medium hard to very hard, moist, blue-grey to brown.



Undisturbed drive sample. The symbol 3/14 indicates that 3 blows of a 140 pound hammer falling 30 inches were required to drive the sampler 14 inches.



Water level at time of drilling.

NOTES:

- (1) Test holes were drilled March 23, 1972, with a 4-inch diameter continuous flight power auger.
- (2) Elevations of test holes refer to bench mark on 16th Street Viaduct (top of pier cap, 5th column from north on bent on west side of river. Painted elevation 5191.1. This is probably USGS datum)

SITE CHARACTERISTICS
GSA Form 1239

RECOMMENDED SITES -
CHARACTERISTICSGENERAL SERVICES ADMINISTRATION
PUBLIC BUILDINGS SERVICE

SOUTH PLATTE SITE

| CITY & STATE | CONTEMPLATED BUILDING TITLE | | |
|---|---|---|---|
| Denver, Colorado | U. S. Mint | | |
| (BIND THIS SHEET WITH REPORT) | FIRST CHOICE | SECOND CHOICE | THIRD CHOICE |
| The Site Agent will furnish hereon the following detailed information concerning the site recommended by him, and such other sites as appear to be desirable as alternative selections. (Use same number for bid as given in synopsis.) | Bid No. _____ OFFERED BY _____ Size—by—ft. _____ Price, \$ _____ | Bid No. _____ OFFERED BY _____ Size—by—ft. _____ Price, \$ _____ | Bid No. _____ OFFERED BY _____ Size—by—ft. _____ Price, \$ _____ |
| FOUNDATIONS: Probable character of substrata (rock, clay, sand, etc.) | Sand, Gravel, & Clay | | |
| Is any part of site filled ground? | Yes | | |
| Have local builders encountered quicksand near any of these points? | No | | |
| Do brick or stone buildings nearby show signs of settlement? | No | | |
| Is there any condition present which would make secure foundations unusually expensive? | High water table | | |
| Approximates depth to rock below a designated point of site. | 30 to 40 Ft. | | |
| DAMPNESS: Is site exposed to flood water from streams? | Yes | | |
| Are the basements of nearby buildings damp? | Yes | | |
| GRADE: Give grade of general surface of site above or below streets. | 3 Ft. below | | |
| General topography in relation to established grades of streets around site. | Gently rolling | | |
| Is street corner the highest or lowest point of site? | NA | | |
| Maximum slope of site? | 3% | | |
| PUBLIC UTILITIES - Availability at each site: Water? | Yes | | |
| Gas (natural or artificial)? | Yes | | |
| Electric light? | Yes | | |
| Electric power? | Yes | | |
| Street mains for heating? | No | | |
| SEWERS: Give distance from each site to most accessible sanitary sewer, and state whether it is public or private. | Public sanitary is located on site. | | |
| Sewer diameter (in inches), and depth of the bottom of the inside of the sewer below surface of street or alley. | 60" diameter | | |
| Is there a separate storm water sewer available, or are the sanitary and storm water sewers combined. | ? | | |
| PAVEMENT: With what material are abutting streets paved, and what is width of paving between curbs? | Separate Concrete/Asphalt | | |
| | 40 Ft. | | |
| | 60 Ft. | | |
| FIRE LIMIT: Widths of abutting streets between property lines. | | | |
| Widths of abutting alleys and whether each alley is public or private. | NA | | |
| With what material are abutting alleys paved? | NA | | |
| PRINCIPAL STREET: On which street should the new building front? | Valley Highway | | |
| TITLE: If owner does not claim to have a clear title, state briefly principal defects in the title. | See Narrative | | |
| LEASE: Is this site or any part thereof under lease? | See Narrative | | |
| Does the Government now lease any part of this site? | | | |

(BIND THIS SHEET WITH REPORT)

REPUTABILITY: State generally whether the character of the buildings and the nature of the business, etc., in immediate vicinity of each site are objectionable.

VALUATIONS: State assessed valuation of each site----- Land----- Buildings-----

Give ratio of assessed value to market value-----percent.

☐ Get signed statement from assessor as to both assessed values and ratio.

Judged by prices paid for property in these respective neighborhoods within last 2 or 3 years, about what is fair value of each site?

If you recommended condemnation, state amount of damages likely to be awarded (reasons for believing condemnation best must be stated in report)

DRAWBACKS: Describe briefly any circumstances (not elsewhere herein set forth) affecting the desirability or use of either site.

1. Sewer, gas, or water pipes, conduits, etc., under site (give location and depth and terms permitting such occupancy)

2. Any party wall?

3. Wires across site?

4. Any walls, areas, cornices, awnings, fences, etc., encroaching on this site?

5. If site is under lease, state expiration thereof and rent paid thereunder.

6. If site is undermined or subject to mineral rights, state facts

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

See Narrative

See Narrative

See Narrative

See Exh.

No

Yes

?

IMPROVEMENTS now standing on land. Give value and a brief description of existing buildings, etc.:

FIRST CHOICE

See Narrative Report

SECOND CHOICE

THIRD CHOICE

REMARKS:

Date

Site Agent.

PHOTOS OF SITE



EXIT FROM INTERSTATE 25 TO I-17



SHOWING CURVE IN PLATTE RIVER AND UNPROTECTED BANK



ANOTHER VIEW OF THE PLATTE RIVER AT THIS SITE



RICE YARDS ACROSS FROM SITE



PORTION OF RICE YARD



PORTION OF RICE YARDS



WAREHOUSE ON SITE



WAREHOUSE ON SITE



SOUTHERLY ENTRANCE TO SITE AND
SHOWING POWER LINE THAT MUST BE RELOCATED



JORGENSEN PAINT FACTORY
ONE OF TWO PAINT PLANTS TO BE PURCHASED





IN FOREGROUND ARE TYPICAL RESIDENCES ON WEST OF WATER STREET
DIAMOND HILL OFFICE COMPLEX ON HILL WEST OF I-25 IN BACKGROUND



TEXACO STATION - SW CORNER 7TH & WATER
(Not recommended for purchase)



TEXACO STATION - SW CORNER 7TH & WATER
(Not recommended for purchase)



BAR & HOTEL - NW CORNER 7TH & WATER



SOUTHWEST CORNER 7TH & WATER



NORTHWEST CORNER 10TH & WATER



SOUTHWEST CORNER 10TH & WATER



BETWEEN ALLEY AND 10TH & WATER

IMPROVEMENTS ALONG WEST SIDE OF WATER STREET BETWEEN 10TH & 10TH STS.



PHOTOGRAPH
BY

HOTCHKISS, INC.

4855 FOX ST - DENVER, COLO. 80216

435-3617

PHOTO NO. 515 FLY DATE _____

PT. OF INT. _____

LOCATION _____

DIRECTION _____

IF NO. _____

1.

Like

Investigation Report

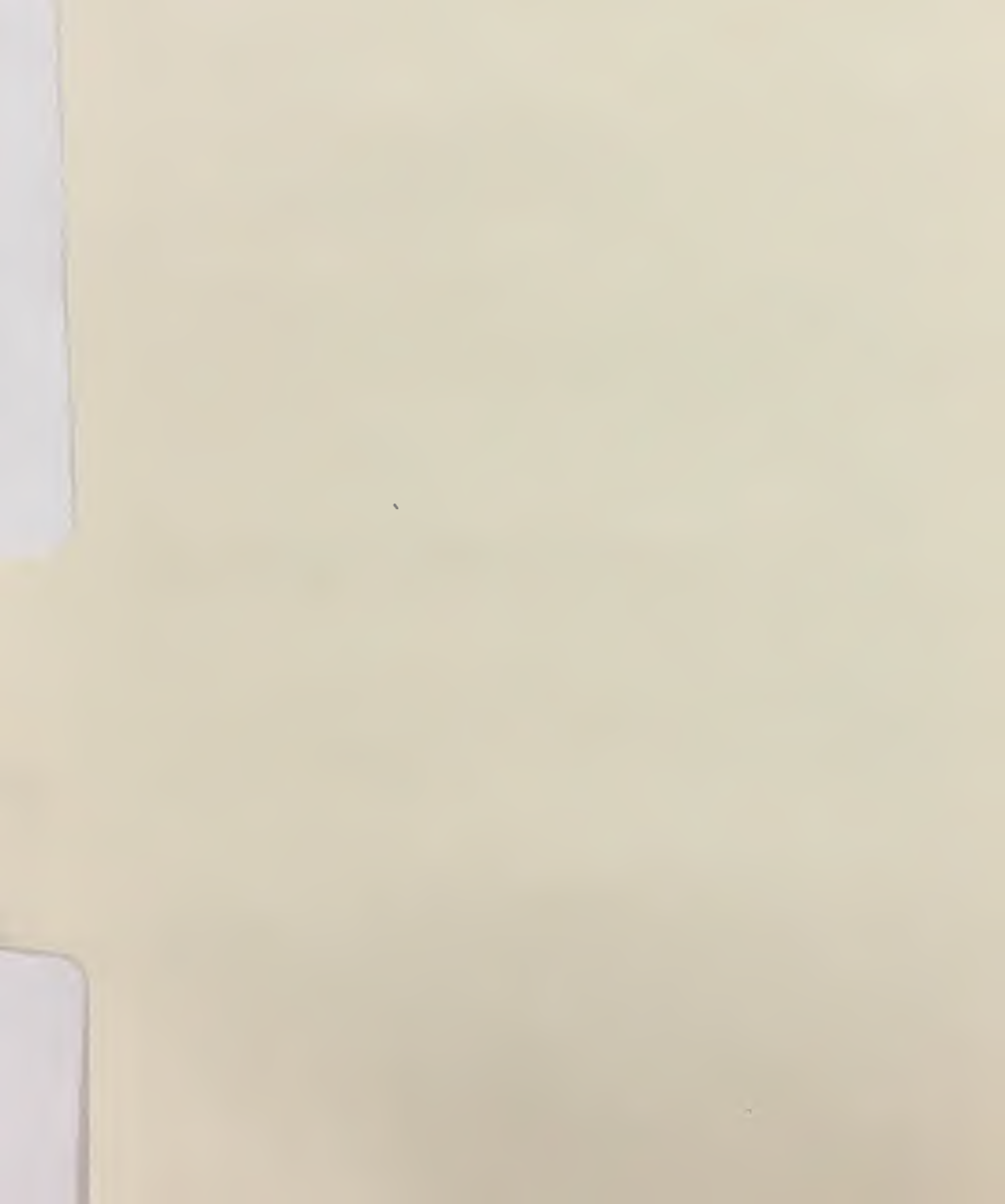
Product # 050061

Book 1 of 2

Trading Department
Denver Colo

Site Investigation Report New Mount Facility - Treasury Department Apr. 1960

SITE NO. 3 - DENVER UNION
TERMINAL SITE



AERIAL PHOTO OF SITE





SPEED BLVD

16th ST VIADUCT

I-25

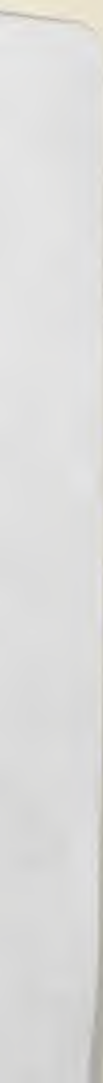
SO. PLATTE RIVER

17th ST

10th ST VIADUCT

DENVER UNION
TERMINAL SITE

DENVER, CO



SITE NO. 3 - DENVER UNION TERMINAL SITE

This site, containing a total of approximately 23 acres consists of a portion of the Union Depot, air-rights over five tracks at the rear of the Depot and approximately 21 acres west of the five tracks, extending between 16th and 19th Avenues. This site provides a minimum of 220 feet frontage on Wynkoop Street.

This site was not offered on a usual offer form (GSA Form 1226), but as the result of negotiations. This site is in three parcels. The Denver Union Terminal Railway Company owns the Depot property, and the Colorado & Southern and the Burlington-Northern own the site to the rear of the Depot property. Responsible officials of each parcel have expressed an interest in making this property available as a site for the Mint.

Since the reduction in passenger service, the Depot facility sees little use. However, five tracks must be retained for Amtrak service. The Colorado & Southern and Burlington-Northern advise they have little use for the trackage here offered. One mainline extends through the property and tentatively we have concurred in this, since from this mainline spur tracks may be extended to service the new Mint facility wherever it might be located on the site. The area is basically level.

Because of its proximity to these rail facilities, the buildings on three sides are older multi-story warehouse buildings and at this time do not enhance the appearance of the area. However, due to their age and since multi-story warehouses are not now economical, it is probable that in the foreseeable future they would be replaced by single story warehouse facilities.

This is ideally located at the extreme westerly edge of downtown Denver. Access to the site from all directions is excellent, the location is well known. Public transportation now serves the area and could be increased as demand warranted.

The owners' understanding is the purchase price would be based upon an appraisal of the Fair Market Value of the property - not including trackage now on the site that would be retained and removed by the respective owners. The cost of this parcel is estimated at between \$1.25 and \$1.50 per square foot on the average or not to exceed \$1,500,000. Demolition cost of terminal buildings, concrete slabs, ramps, etc., at rear of five tracks to be retained, is estimated at \$265,000. Relocation of overhead power lines to underground installation - \$40,000.

Upon purchase of this site, the railroads have initially suggested a period of between two and three years to clear the area of trackage and give them time to construct an alternate loading facility for their piggyback operation which is now on this site. However, during

that period the Government could expect to receive rent for the area or initially reduce the purchase price by a rental figure extended for a specific time. Demolition time for the few buildings on the site would be minimal. Condemnation action not anticipated.

The 1980 Planning Map, Exhibit B, indicates the area is basically in the Central Business District of the City of Denver.

Housing for low and middle income employees is in the same range of proximity as for the South Platte Site.

Foundations

Probable substrata is sand and gravel. Apparently there is no fill on this site, except for some cinders which can be expected to be found near the surface and may have to be removed prior to placing concrete slabs, driveways, etc. Bedrock lies 30 to 40 feet below the surface. The soil of this site should adequately carry all loading required by a new Mint facility. No reports of quicksand encountered at this site. The water table is expected to be 15 to 25 feet below grade.

Dampness

It is reported that the 1965 flood came within two blocks of this site, but no flood water covered the railway yards in question.

Grade

The general grade of this site is at about the same elevation as adjacent streets. This site is very flat. There is access to adjacent elevated viaducts which are used to span the railroad tracks and the South Platte River located about three blocks north of this site.

Public Utilities

Water: City of Denver water is available at three sides of this site from water mains ranging in size from 8 to 16 inches.

Natural Gas: Public Service Company of Colorado has an eight-inch gas line in Wynkoop Street at the south side of this site which should be able to provide adequate gas service.

Electrical Power: A 13.8 kv overhead line runs west and east approximately 100 feet south of the north boundary of this site. Public Service Company of Colorado will re-route this line overhead at no cost. If the customer requests that this line be put underground, then customer must pay for the cost difference between overhead and underground. This is estimated to be \$40,000. Underground installation is recommended.

Two telegraph cables of approximately 100 pairs each run across this site from west to east. One of the cables is overhead and belongs to the Burlington Railroad. The other is underground and is owned jointly by Western Union and the Colorado & Southern Railroad. These lines should not present a major problem.

Steam: Steam is available at the Denver Union Terminal Site from the Public Service Company of Colorado. The Public Service will demolish the old steam generating plant which is located directly north of the Denver Union Terminal and will build a new plant on the same site within two years.

Sewers: This is the only section of the City of Denver where a single line is used both for sanitary and storm water. The City anticipates new sanitary sewer lines in the future and now requires separate "taps" for each new service.

At present there is a 24-inch sewer line in 18th Street, running north to New Haven Street and a large 72-inch line running northeast under the center of this site. This 72-inch line may have to be relocated based on location of a new building.

Exhibit 3-A indicates location of utility facilities on this site.

Demolition costs at this site are estimated at \$265,000.

ADVANTAGES

1. Proximity to Central Business District.
2. Configuration of site would permit flexibility in design of ultimate building.
3. Burlington-Northern mainline transfer track would be on or adjacent to site, permitting flexibility in locating building and spurs into or adjacent to the building.
4. There is ready and easy access to the site from the Central Business District. On the west there is direct access from Interstate Highway 25 on 19th Street.
5. Public transportation is available.
6. Meets present City planning for the site.
7. Is located in the Model Cities target area.
8. Utilities are on and available to the site.
9. Has expansion possibilities.
10. Subsoils would not require excess construction costs.
11. Proximity to hotels and motels in Central Business District.
12. A new Mint on the site would drastically improve the lower downtown area of Denver and possibly expedite improvement between there and the Skyline Urban Renewal Area.
13. Would not materially increase employee commuter time to the job.
14. Visitor parking could be available in the front of the building - somewhat similar to the present use.
15. The building fronting on Wynkoop Street is now vacant. There would be no occupants to move and no relocation costs.
16. The railroads would remove all trackage behind the Depot at their own expense.
17. The pedestrian tunnels now under the tracks, extending from the Depot, could be retained and used by the Government.
18. Steam is available for heating and airconditioning.

ADVANTAGES (continued)

19. The Denver Union Terminal Railway Company, owner of the Depot, has had an engineering firm make a study looking towards a major remodeling of the waiting room and adjoining building, which would improve the balance of the improvements to the south.

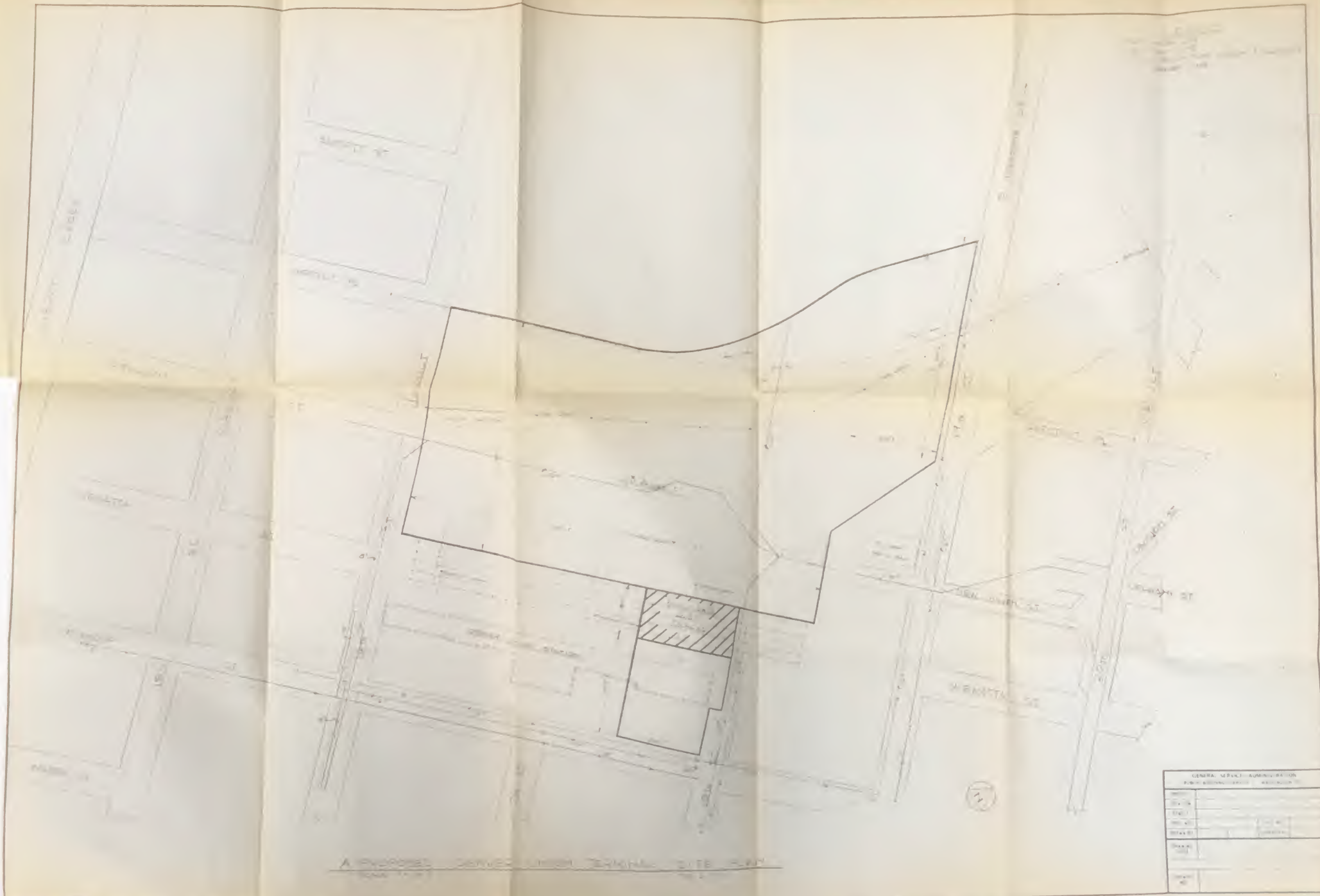
20. Acquisition time would be much less than for Site No. 2, but time of occupancy of site would be roughly about the same.

DENVER UNION TERMINAL SITE

DISADVANTAGES

1. A firm purchase price is not available for the site, however, the owners realize the price would be determined by a fee appraiser hired by the Government.
2. Initially, the owners asked for as much as three years to remove all of the trackage at the rear of the Depot. This time probably could be reduced during negotiations.
3. Air-rights over the five tracks adjacent to the building.
4. Due to limited frontage, special architectural problems exist to provide adequate entrance, parking, and tourist flow.
5. There are buildings on the site to be demolished at a cost estimated at \$265,000.
6. Existing five tracks would likely result in some noise and vibration during movement of trains.
7. Difficulty to envision this site cleared and available for construction.
8. Existence of old, multi-story warehouses, with rail facilities, detract from the general appearance of the area at this time.
9. Portions of the site are within the Standard Project Flood area, as discussed under Site No. 2.

EXHIBIT 3A - Plat of Utility
Line Locations



A PROPOSED SERVICE AREA TERMINAL SITE PLAN

| GENERAL NOTES - ADMINISTRATION | | | |
|--------------------------------|-----|-----|------|
| 1. | 2. | 3. | 4. |
| 5. | 6. | 7. | 8. |
| 9. | 10. | 11. | 12. |
| 13. | 14. | 15. | 16. |
| 17. | 18. | 19. | 20. |
| 21. | 22. | 23. | 24. |
| 25. | 26. | 27. | 28. |
| 29. | 30. | 31. | 32. |
| 33. | 34. | 35. | 36. |
| 37. | 38. | 39. | 40. |
| 41. | 42. | 43. | 44. |
| 45. | 46. | 47. | 48. |
| 49. | 50. | 51. | 52. |
| 53. | 54. | 55. | 56. |
| 57. | 58. | 59. | 60. |
| 61. | 62. | 63. | 64. |
| 65. | 66. | 67. | 68. |
| 69. | 70. | 71. | 72. |
| 73. | 74. | 75. | 76. |
| 77. | 78. | 79. | 80. |
| 81. | 82. | 83. | 84. |
| 85. | 86. | 87. | 88. |
| 89. | 90. | 91. | 92. |
| 93. | 94. | 95. | 96. |
| 97. | 98. | 99. | 100. |

SITE CHARACTERISTICS

GSA Form 1239

GENERAL SERVICES ADMINISTRATION
PUBLIC BUILDINGS SERVICE

DENVER UNION TERMINAL SITE

RECOMMENDED SITES -
CHARACTERISTICS

CITY & STATE Denver, Colorado

CONTEMPLATED
BUILDING TITLE U. S. Mint

(BIND THIS SHEET WITH REPORT)

The Site Agent will furnish hereon the following detailed information concerning the site recommended by him, and such other sites as appear to be desirable as alternative selections. (Use same number for bid as given in synopsis.)

FOUNDATIONS: Probable character of substrate (rock, clay, sand, etc.)

Is any part of site filled ground?

Have local builders encountered quicksand near any of these points?

Do brick or stone buildings nearby show signs of settlement?

Is there any condition present which would make secure foundations unusually expensive?

Approximates depth to rock below a designated point of site.

DAMPNESS: Is site exposed to flood water from streams?

Are the basements of nearby buildings damp?

GRADE: Give grade of general surface of site above or below streets.

General topography in relation to established grades of streets around site.

Is street corner the highest or lowest point of site?

Maximum slope of site?

PUBLIC UTILITIES - Availability at each site: Water?

Gas (natural or artificial)?

Electric light?

Electric power?

Street mains for heating?

SEWERS: Give distance from each site to most accessible sanitary sewer, and state whether it is public or private.

Sewer diameter (in inches), and depth of the bottom of the inside of the sewer below surface of street or alley.

Is there a separate storm water sewer available, or are the sanitary and storm water sewers combined.

PAVEMENT: With what material are abutting streets paved, and what is width of paving between curbs?

FIRE LIMIT: Widths of abutting streets between property lines.

Widths of abutting alleys and whether each alley is public or private.

With what material are abutting alleys paved?

PRINCIPAL STREET: On which street should the new building front?

TITLE: If owner does not claim to have a clear title, state briefly principal defects in the title.

LEASE: Is this site or any part thereof under lease?

Does the Government now lease any part of this site?

| FIRST CHOICE | SECOND CHOICE | THIRD CHOICE |
|-------------------------|-------------------------|-------------------------|
| Bid No. _____ | Bid No. _____ | Bid No. _____ |
| OFFERED BY _____ | OFFERED BY _____ | OFFERED BY _____ |
| Size _____ by _____ ft. | Size _____ by _____ ft. | Size _____ by _____ ft. |
| Price, \$ _____ | Price, \$ _____ | Price, \$ _____ |
| ----- | ----- | ----- |
| Sand & Gravel | | |
| No | | |
| No | | |
| No | | |
| ----- | | |
| No | | |
| 30 to 40 Ft. | | |
| No | | |
| No | | |
| Level | | |
| ----- | | |
| Flat | | |
| Highest | | |
| 1/2 of 1% | | |
| Yes | | |
| Yes | | |
| Yes | | |
| Yes | | |
| Yes | | |
| Public | | |
| On-site | | |
| ----- | | |
| 72" diameter | | |
| ----- | | |
| ----- | | |
| Combined | | |
| Concrete/Asphalt | | |
| 50 Ft. | | |
| ----- | | |
| ----- | | |
| 50 Ft. | | |
| ----- | | |
| ----- | | |
| NA | | |
| ----- | | |
| NA | | |
| ----- | | |
| Wynkoop St. | | |
| ----- | | |
| See Narrative | | |
| ----- | | |
| See Narrative | | |
| ----- | | |

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

REPUTABILITY: State generally whether the character of the buildings and the nature of the business, etc., in immediate vicinity of each site are objectionable.

See Narrative

VALUATIONS: State assessed valuation of each site----- Land-----
Buildings-----

See Narrative

Give ratio of assessed value to market value-----percent.

[Get signed statement from assessor as to both assessed values and ratio.]-----

Judged by prices paid for property in these respective neighborhoods within last 2 or 3 years, about what is fair value of each site?-----

If you recommended condemnation, state amount of damages likely to be awarded (reasons for believing condemnation best must be stated in report)-----

See Narrative

DRAWBACKS: Describe briefly any circumstances (not elsewhere herein set forth) affecting the desirability or use of either site.

1. Sewer, gas, or water pipes, conduits, etc., under site (give location and depth and terms permitting such occupancy)-----

2. Any party wall?-----

3. Wires across site?-----

4. Any walls, areas, cornices, awnings, fences, etc., encroaching on this site?-----

5. If site is under lease, state expiration thereof and rent paid thereunder.-----

6. If site is undermined or subject to mineral rights, state facts-----

Yes, see
Exhibit
Maybe

Yes

Maybe

IMPROVEMENTS now standing on land. Give value and a brief description of existing buildings, etc.:

FIRST CHOICE-----

See Narrative Report

SECOND CHOICE-----

THIRD CHOICE-----

REMARKS:-----

Date-----

Site Agent.

PHOTOS OF SITE



ACCESS TO DENVER UNION TERMINAL RITE FROM I-25 VIA 19TH STREET




BUILDINGS FRONTING ON WYNKOOP STREET INCLUDED IN SITE



19TH STREET LOOKING WEST TOWARD I-25



DENVER UNION TERMINAL SITE
5 PASSENGER TRACKS ON LEFT TO BE RETAINED - BALANCE TO BE PART OF SITE



A black and white photograph showing a wide, flat, cleared area in the foreground, likely a construction or industrial site. In the middle ground, a long, low building, identified as a new warehouse, is visible. To the right of the warehouse, there are some other structures and what appears to be a railway track or cleared rails. A utility pole stands on the left side of the frame, and another one is further back on the right. The sky is overcast.

CLEARED AREA WESTERLY OF TRACK SHOWING
AREA CLEARED OF RAILS AND NEW WAREHOUSE

SITE NO. 4 - NAVAJO SITE



AERIAL PHOTO OF SITE



NARRATIVE REPORT

SITE NO. 4 - NAVAJO TRUCK SITE

This site consists of two parcels, containing approximately 30 acres. It is located basically on South Platte River Drive, between Mississippi and Huron Streets. Access to the site from the east is from Santa Fe Drive, as well as off I-25 onto Santa Fe Drive. Rail facilities are several blocks to the west. It would be necessary to extend a spur track to the site.

Parcel No. 1, consisting of approximately 21 acres is owned by the Navajo Freight Lines, Inc. There is a two-story office building on the site as well as maintenance shops. Most of the area is paved and fenced. Mr. Gary Jones, Treasurer of the Navajo Freight Lines, Inc., stated his firm was not particularly interested in selling their facility and being faced with relocation problems. However, any final decision would be made by the Chairman of their Board of Directors, Mr. Radner. At this time, he was not contacted for a formal decision on the matter.

Parcel No. 2, consisting of approximately 9 acres, is owned by the Gates Rubber Company, whose main plant is approximately 1/2 mile east on Mississippi. This is their truck maintenance shop, yard and a recreation area for their employees. Mr. Bonham, Vice President for Finance, presented the fact of our interest to their Executive Committee, whose decision was that they were not interested in selling this site.

Foundations

Probable substrata: Sand, gravel, silt, clay. Apparently there is no sizable amount of fill or subsurface rubbish on this site. No reports of quicksand encountered at this site.

Dampness

The Navajo Site is a very flat site located in the South Platte River Flood Plain and is located east of South Huron Street, west of Platte River Drive and south of West Mississippi Avenue.

This entire site including the area three blocks west of this site was flooded during the 1965 flood. The crest of the 1965 flood swept over this site which is located downstream from a sharp bend of the river. The flood turned over and carried away many large truck trailers owned by the Navajo Freight Lines, Inc.

The elevation near the center of this relatively level site is 5,240 ft. The Corps of Engineers predicts a standard project flood would cover this site with about four feet of water. With

Dampness (continued)

the Chatfield Dam in operation, a 100-year flood would produce about one foot of water on this site. With the Chatfield and Bear Creek dams in operation (about 1978), the waters from a 100-year flood would be approximately level with this site. (See R. G. Burnett's letter of March 6, 1972.) Exhibit 4-B.

Flood potential on this site is very high.

Grade

The general grade of this site is at about the same elevation as adjacent streets.

Public Utilities

Water: City of Denver water is available at the east and north-east sides of this site from 8- and 12-inch water mains.

Natural Gas: Natural gas is available at the east and north sides of this site from 4-inch lines owned by Public Service Company of Colorado, which should provide adequate gas service.

Electric Power

A pole line carrying one medium voltage circuit and two telephone cables (one 600 pair and one 400 pair) run across the site, east and west, parallel to Arizona Avenue. The 13.8 KV line serves the site and could be removed. The telephone line could be re-routed overhead at a cost of \$45,000, or if the Government were willing to grant an easement across the site, it could be re-routed underground at a cost of \$20,000.

Sewers

Sanitary Sewer: There are City-owned 8-inch sanitary sewer lines located near the northwest and northeast corners of this site.

Storm Sewer: There is a 27" x 43" storm sewer line running in West Mississippi Avenue at the north edge of this site and a 12-inch storm sewer in South Huron Street at the southwest corner of this site. Two small diameter storm sewers, run under (across) Platte River Drive and drain the east edge of this site into the South Platte River.

See Exhibit 4-A for approximate location of utility lines.

ADVANTAGES OF SITE:

1. It contains 30 acres and its configuration and terrain would permit maximum use of the entire site.
2. It is readily accessible from all parts of the city.
3. There is public transportation on Mississippi Avenue.
4. It is a distinctive location and easily seen from Santa Fe Drive, one of the busiest thoroughfares in the City.
5. It is just across the Platte River from the Overland Municipal Golf Course and other improved areas just south thereof along the River.
6. There is adequate low and middle income housing in the area.

DISADVANTAGES OF SITE:

1. It is in a flood plain. It was one of the worst damaged areas in the 1965 flood.
2. Neither parcel, comprising the total site, is for sale although under pressure the owners might consider a voluntary sale.
3. A spur track would have to be extended to the site, which would require the acquisition of right-of-way for such an extension; thereby increasing the costs of the site.
4. Distance from the Central Business District.
5. Location of the Mint at this location would not be beneficial to the Central Business District.
6. The office building and the truck maintenance shops would have to be demolished, while the garage or maintenance shop on the Gates site probably could be used by the Mint.
7. The only expansion possibilities would be across Huron Street. While it could not be used for building purposes very readily, the area across Huron Street certainly could be used for additional parking space and the parking space vacated on the site used for expansion of the Mint buildings.

EXHIBIT 4A - Plat of Utility
Line Locations

EXHIBIT 4B - Copy of letter
dated 3/6/72 Corps
of Engineers



DEPARTMENT OF THE ARMY
OMAHA DISTRICT, CORPS OF ENGINEERS
7410 U. S. POST OFFICE AND COURT HOUSE
OMAHA, NEBRASKA 68102

Handwritten: 5 PC
Handwritten: Gess

MROED-PC

6 March 1972

Mr. Gregory Cavanagh
Regional Director
Public Buildings Service
General Services Administration
Region 8
Denver Federal Center
Denver, Colorado 80225

Dear Mr. Cavanagh:

This is the South Platte flood hazard information that Mr. Dave Gess requested - by phone - from our Mr. Gau.

Inclosed are parts of plates 14 and 15 from our report on the South Platte River flood of 1965. The approximate areas flooded in 1965 are shown on those plates for the sites of concern at Bayaud Avenue, Alameda Avenue, Mississippi Avenue and Florida Avenue.

Flood elevations - m.s.l. datum - at those sites are as follows:

| <u>Location</u> | <u>1965 H.W.</u> | <u>Standard Project Flood</u> | <u>100 yr. Flood (1)</u> | <u>100 yr. Flood (2)</u> |
|--------------------|----------------------|-----------------------------------|------------------------------|------------------------------|
| Bayaud Avenue | 5230 | 5221 | 5215 | 5216 |
| Alameda Avenue | 5232 | 5224 | 5218 | 5219 |
| Mississippi Avenue | 5241 | 5241 | 5237 | 5238 |
| Florida Avenue | 5248 | 5246 | 5242 | 5243 |

Handwritten: 5245, 5244, 5240, 5241

- (1) With Chatfield and Bear Creek Dams operating - about 1978.
- (2) With only Chatfield Dam operating in 1974.

The 1965 flood levels were influenced considerably by the damming effect of debris blocked bridges. Other flood levels are computed assuming bridge waterways are open.

Sincerely yours,

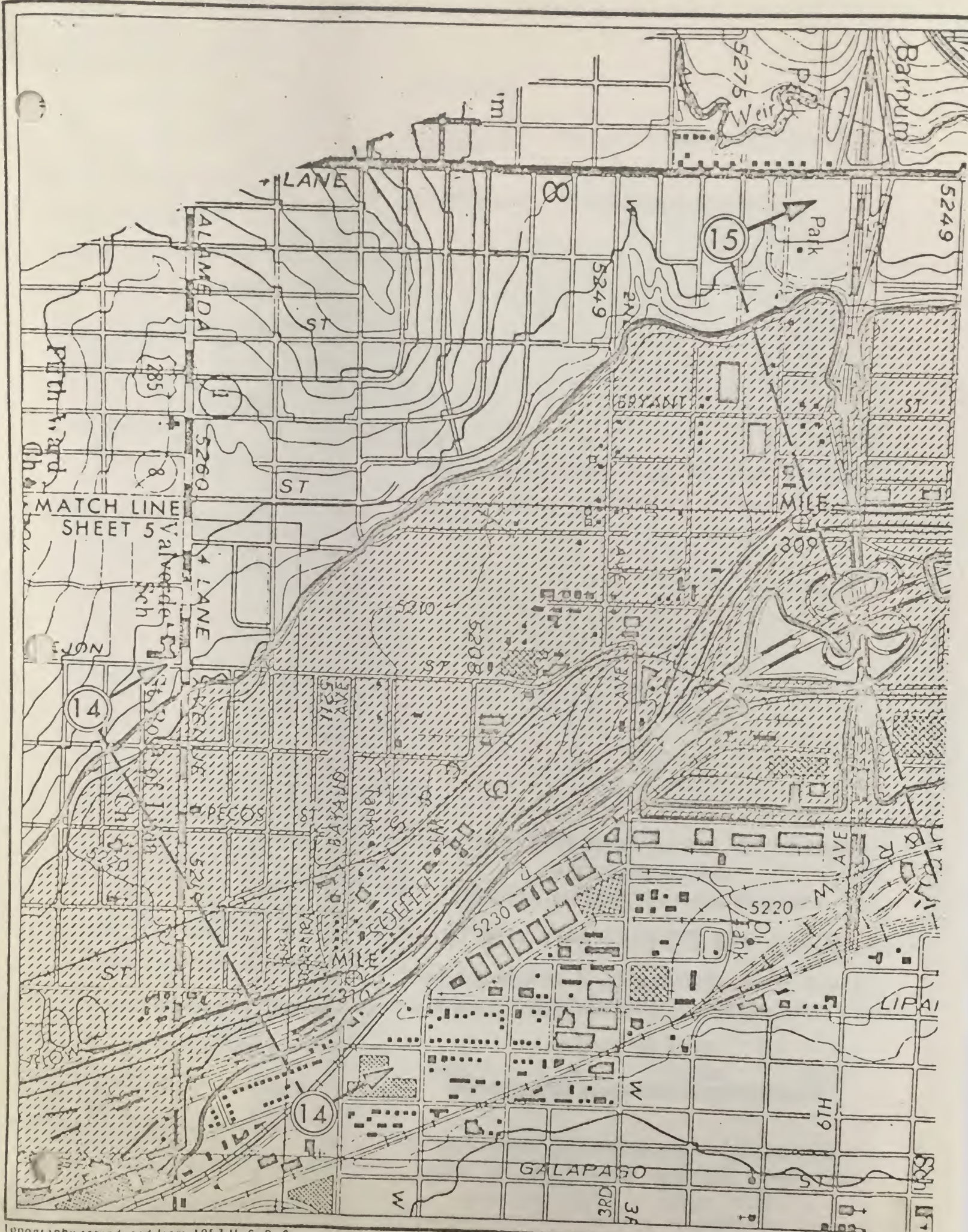
Handwritten signature: R. G. BURNETT, P.E.

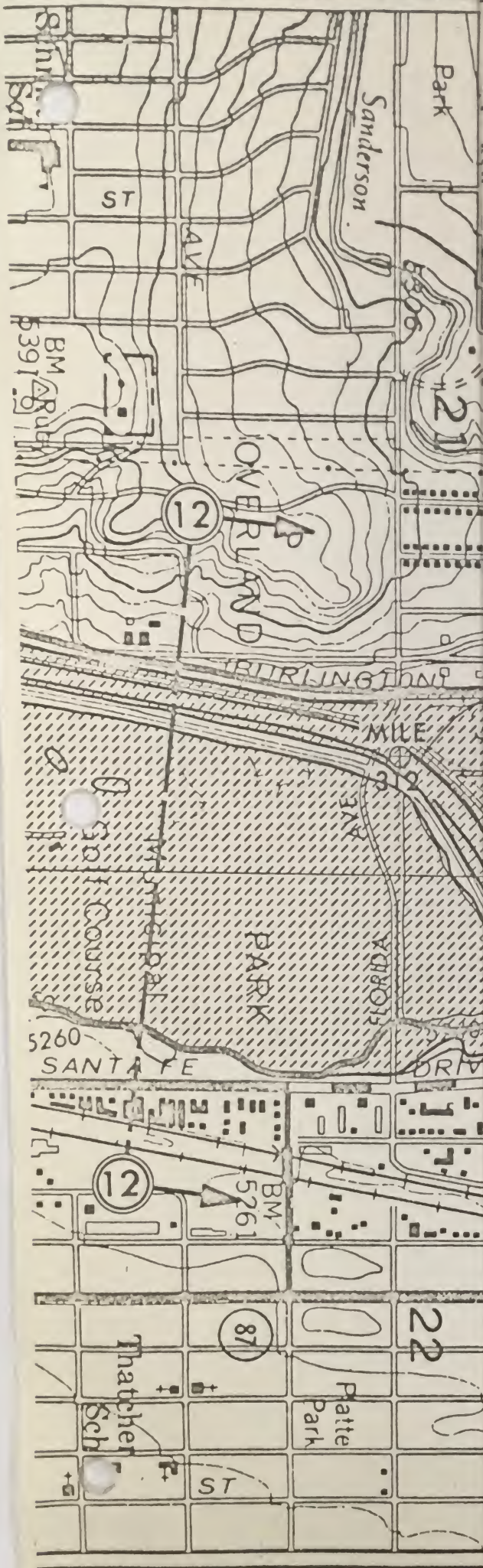
2 Incl
As stated

99

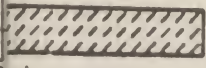
Chief, Engineering Division

CF: Urban Drainage & Flood Control District, Denver, Colo. 80216

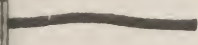




LEGEND



Area of Indicated Flood Hazard



1965 Flood Outline

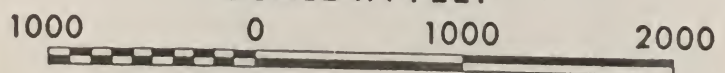
NOTE

See study index map for the location of this sheet. (APPENDIX I PLATE 9)

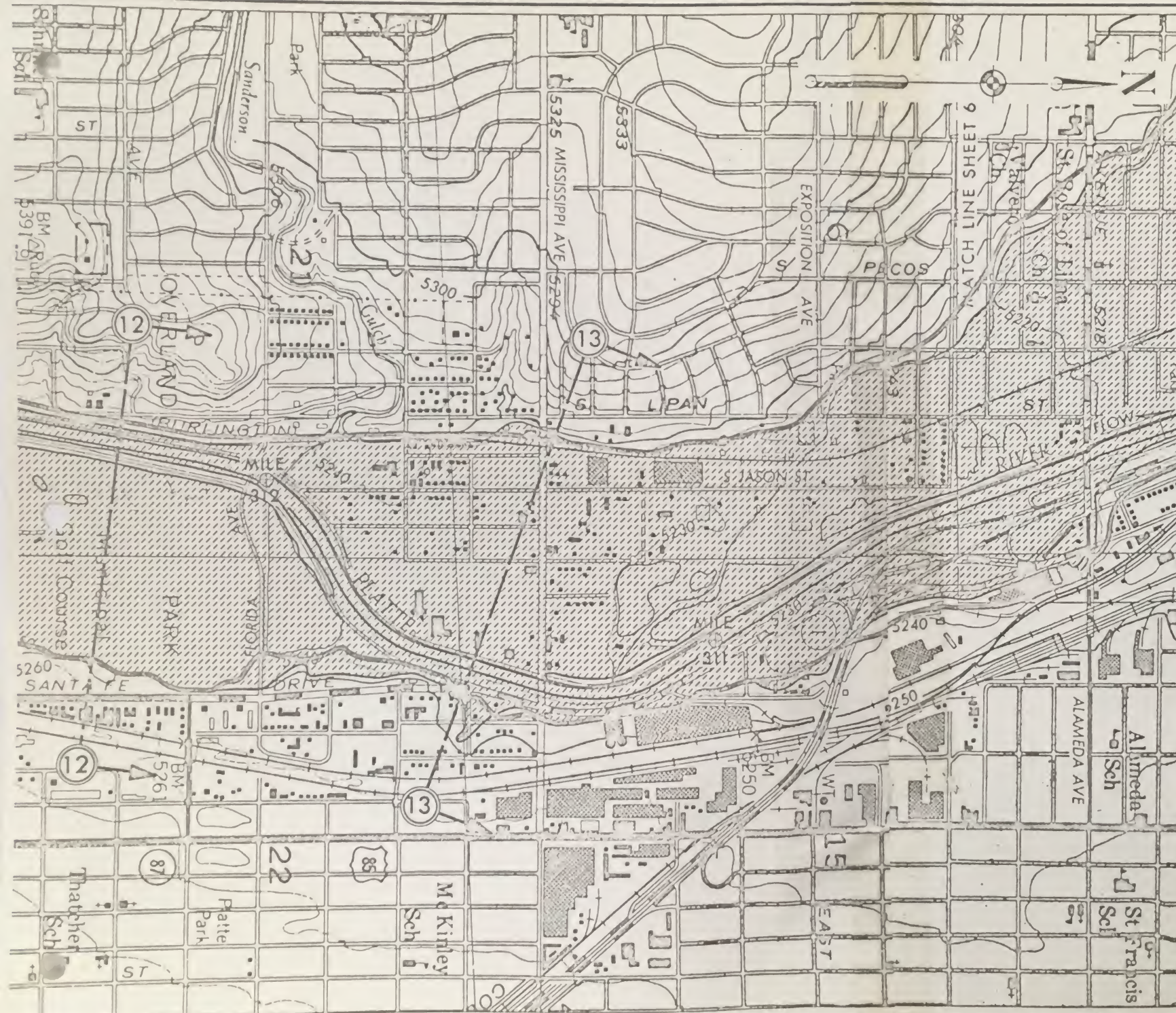
SOUTH PLATTE RIVER BASIN, COLORADO
AND NEBRASKA
DENVER METROPOLITAN REGION

REPORT ON THE FLOOD OF JUNE 1965
FLOOD OUTLINE OF SOUTH PLATTE RIVER,
M CREEK CONFLUENCE TO BRIGHTON, COLO.

SCALE IN FEET



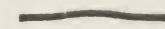
U. S. ARMY ENGINEER DISTRICT, OMAHA
CORPS OF ENGINEERS OMAHA, NEBRASKA
JANUARY 1967 SHEET 5 OF 14



LEGEND



Area of Indicated Flood Hazard



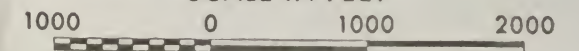
1965 Flood Outline

NOTE

1. See study index map for the location of this sheet. (APPENDIX I PLATE 9)

SOUTH PLATTE RIVER BASIN, COLORADO AND NEBRASKA DENVER METROPOLITAN REGION REPORT ON THE FLOOD OF JUNE 1965 FLOOD OUTLINE OF SOUTH PLATTE RIVER, PLUM CREEK CONFLUENCE TO BRIGHTON, COLO.

SCALE IN FEET



U. S. ARMY ENGINEER DISTRICT, OMAHA
CORPS OF ENGINEERS OMAHA, NEBRASKA
JANUARY 1967 SHEET 5 OF 14

RECOMMENDED SITES -
CHARACTERISTICSGENERAL SERVICES ADMINISTRATION
PUBLIC BUILDINGS SERVICE

NAVAJO SITE

CITY & STATE Denver, ColoradoCONTEMPLATED
BUILDING TITLE U. S. Mint

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

The Site Agent will furnish hereon the following detailed information concerning the site recommended by him, and such other sites as appear to be desirable as alternative selections. (Use same number for bid as given in synopsis.)

FOUNDATIONS: Probable character of substrata (rock, clay, sand, etc.)-----

Is any part of site filled ground?-----

Have local builders encountered quicksand near any of these points?-----

Do brick or stone buildings nearby show signs of settlement?-----

Is there any condition present which would make secure foundations unusually expensive?-----

Approximate depth to rock below a designated point of site.-----

DAMPNESS: Is site exposed to flood water from streams?-----

Are the basements of nearby buildings damp?-----

GRADE: Give grade of general surface of site above or below streets.-----

General topography in relation to established grades of streets around site.-----

Is street corner the highest or lowest point of site?-----

Maximum slope of site?-----

PUBLIC UTILITIES - Availability at each site: Water?-----

Gas (natural or artificial)?-----

Electric light?-----

Electric power?-----

Street mains for heating?-----

SEWERS: Give distance from each site to most accessible sanitary sewer, and state whether it is public or private.-----

Sewer diameter (in inches), and depth of the bottom of the inside of the sewer below surface of street or alley.-----

Is there a separate storm water sewer available, or are the sanitary and storm water sewers combined.-----

PAVEMENT: With what material are abutting streets paved, and what is width of paving between curbs?-----

FIRE LIMIT: Widths of abutting streets between property lines.-----

Widths of abutting alleys and whether each alley is public or private.-----

With what material are abutting alleys paved?-----

PRINCIPAL STREET: On which street should the new building front?-----

TITLE: If owner does not claim to have a clear title, state briefly principal defects in the title.-----

LEASE: Is this site or any part thereof under lease?-----

Does the Government now lease any part of this site?-----

Bid No.-----

OFFERED BY-----

Size-----by-----ft.

Price, \$-----

Sand, GravelApparently notNoNo--Subsurface water20 to 30 ft.YesUnknownLevelLevelHighest0%YesYesYesYesNoOn sitePublic8 inches
depth unknownSeparateAsphalt
50 to 60 ft.60 feetNoneNASee narrative
statement

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

REPUTABILITY: State generally whether the character of the buildings and the nature of the business, etc., in immediate vicinity of each site are objectionable.

See narrative statement

VALUATIONS: State assessed valuation of each site----- Land-----
Buildings-----

Give ratio of assessed value to market value-----percent.

[Get signed statement from assessor as to both assessed values and ratio.]-----

Judged by prices paid for property in these respective neighborhoods within last 2 or 3 years, about what is fair value of each site?-----

If you recommended condemnation, state amount of damages likely to be awarded (reasons for believing condemnation best must be stated in report)-----

DRAWBACKS: Describe briefly any circumstances (not elsewhere herein set forth) affecting the desirability or use of either site.

1. Sewer, gas, or water pipes, conduits, etc., under site (give location and depth and terms permitting such occupancy)-----

2. Any party wall?-----

3. Wires across site?-----

4. Any walls, areas, cornices, awnings, fences, etc., encroaching on this site?-----

5. If site is under lease, state expiration thereof and rent paid thereunder.-----

6. If site is undermined or subject to mineral rights, state facts-----

None

No

No

IMPROVEMENTS now standing on land. Give value and a brief description of existing buildings, etc.:

FIRST CHOICE-----

SECOND CHOICE-----

THIRD CHOICE-----

REMARKS:-----

Date-----

Site Agent.

1



Navajo Site - Office Building



Portion of truck yard
Platte River Drive in foreground



Platte River from
southwest corner of site



Portion of Gates Rubber Co. garage

SITE NO. 5 - ALLIED
CHEMICAL SITE

AERIAL PHOTO OF SITE -
See Site No. 4

SITE NO. 5 - ALLIED CHEMICAL SITE

This site contains approximately 25 acres, lying adjacent to the South Platte River on the east, C&S spur track on the west and Bayaud Avenue on the south. It is an irregular shaped piece. I-25 is on the east side of the river. Improvements consist of a small office building, several metal buildings of various sizes and two water towers. The area is completely fenced. It is located in a heavy industrial area and the surrounding business enterprises are not attractive. Access is rather limited since traffic from all directions must come to Alameda Avenue, and the site is about two blocks north of Alameda Avenue.

The plant manager for Allied Chemical Company was contacted, and he advised immediately the facility was not for sale.

Foundation

Probable substrata is sand, gravel, silt, clay. Apparently there is no appreciable amount of fill on this site.

This area does not have a history of quicksand. Excessive sub-surface water is expected to increase foundation work.

Dampness

This site is a very level site located in the South Platte River flood plain west of the South Platte River and north of West Bayaud Avenue.

This entire site including an area three blocks west of the site was inundated during the 1965 flood. The crest of the 1965 flood swept over this site and carried away most of the stock of a lumber company located north of the Allied Chemical Plant.

The average elevation of this site is about 5,210 feet. The Corps of Engineers estimate a standard project flood would cover this site with about 11 feet of water. Even with the Chatfield Dam and Bear Creek Dam in operation, a 100-year flood would cover this site with about 5 feet of water. (See R. G. Burnett's letter of March 6, 1972.) See Exhibit 4-B.

It is recommended this site not be given further consideration due to serious flood potential.

Grade

This site is very level and at approximately the same elevation as adjacent streets.

West Bayaud Avenue is the only street abounding this site.

Public Utilities

Water: Water is available from the City of Denver from a 6-inch main located at the southwest corner of the site.

Natural Gas: The nearest natural gas line is a 6-inch main owned by the Public Service Company of Colorado and located three blocks away from the site at the corner of West Cedar Avenue and South Pecos Street. The cost of approximately \$20,000 would have to be borne by the Government for extending a gas line to the site if the low commercial rates were to be realized.

Electric Power: Apparently no unusual problems would be encountered in providing this site with the necessary electrical power.

Sewers

Sanitary Sewer: There is a 3'-8" sanitary sewer line located adjacent to the west edge of this site near the Colorado & Southern Railroad tracks.

Storm Sewer: There are no storm sewers at this site. Surface water drains into the adjacent South Platte River. There is a 36-inch storm sewer which flows from the west and dumps out on the surface at the corner of Raritan Street and West Bayaud Avenue on the property located directly west of this site.

ADVANTAGES OF SITE:

1. Size.
2. Rail siding on the property.
3. Public transportation on Alameda Avenue.
4. Adequate low and middle income housing in the area.
5. The Mint would be easily seen from I-25 which is just across the river at this point.

DISADVANTAGES OF SITE:

1. Configuration.
2. Limited access to the site.
3. Unfavorable environment.
4. In a flood plain.
5. Property is not for sale.
6. Distance from the Central Business District.
7. Development of Mint on this site would not be beneficial to downtown Denver.
8. Demolition is involved.

EXHIBIT 5A - Plat of Utility
Line Locations

MIT-7 PROPOSED SITE

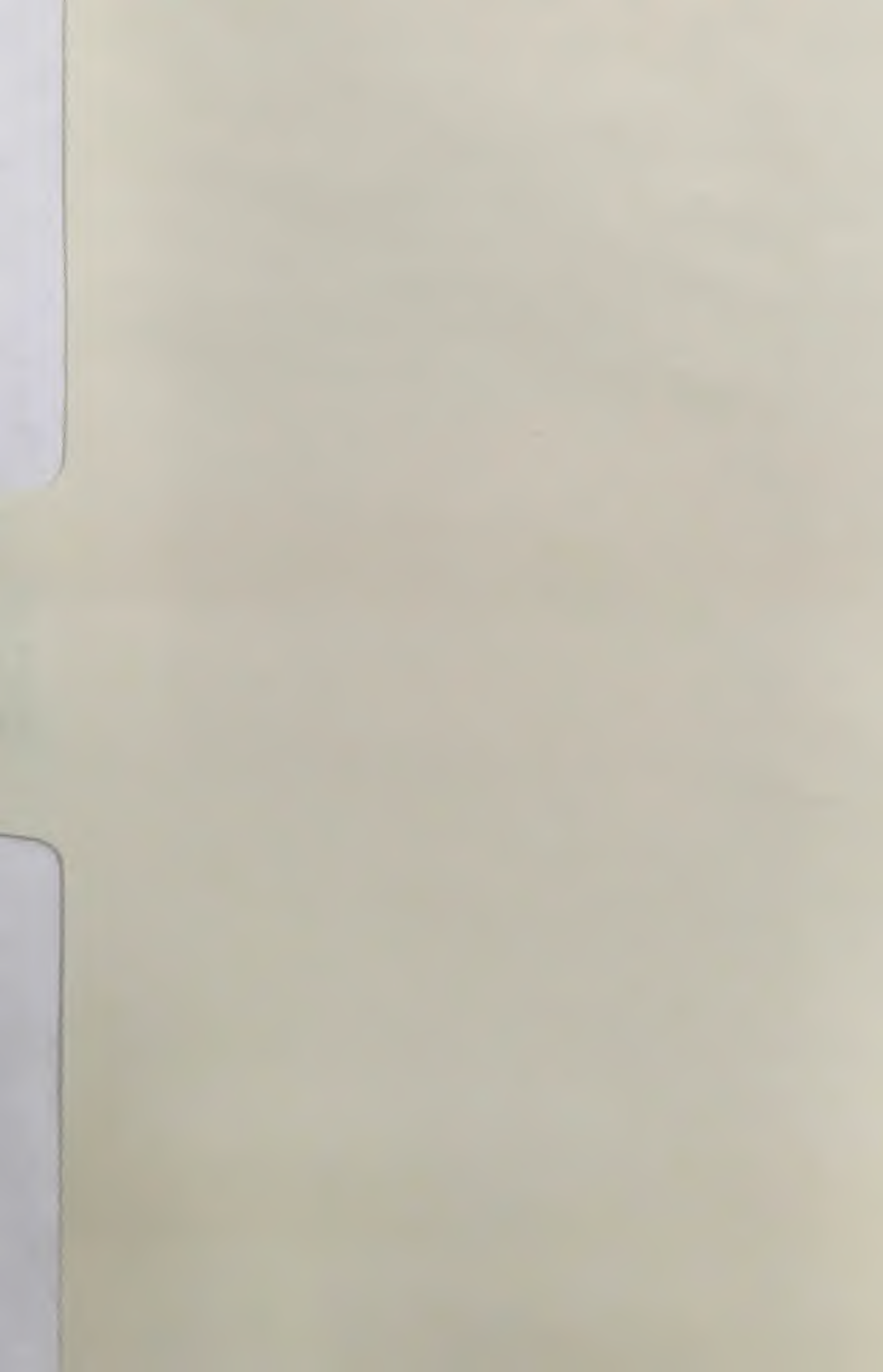
PLATE 3



- LEGEND**
- AIRPORT ROAD
 - AIRPORT ROAD
 - AIRPORT ROAD
 - AIRPORT ROAD

| | |
|--|------|
| GENERAL SERVICE ADMINISTRATION | |
| FORD AERONAUTICAL SERVICE - WASHINGTON, D.C. | |
| PROJECT | |
| LOCATION | |
| DATE | |
| PREPARED BY | DATE |
| REVIEWED BY | DATE |
| DESIGNED BY | |
| DRAWN BY | |

SITE CHARACTERISTICS -
GSA Form 1239



GENERAL SERVICES ADMINISTRATION
PUBLIC BUILDINGS SERVICE

ALLIED CHEMICAL SITE

RECOMMENDED SITES -
CHARACTERISTICSCITY & STATE Denver, Colorado

CONTEMPLATED

BUILDING TITLE U. S. Mint

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

The Site Agent will furnish hereon the following detailed information concerning the site recommended by him, and such other sites as appear to be desirable as alternative selections. (Use same number for bid as given in synopsis.)

FOUNDATIONS: Probable character of substrata (rock, clay, sand, etc.)-----

Is any part of site filled ground?-----

Have local builders encountered quicksand near any of these points?-----

Do brick or stone buildings nearby show signs of settlement?-----

Is there any condition present which would make secure foundations unusually expensive?-----

Approximates depth to rock below a designated point of site.-----

DAMPNESS: Is site exposed to flood water from streams?-----

Are the basements of nearby buildings damp?-----

GRADE: Give grade of general surface of site above or below streets.

General topography in relation to established grades of streets around site.-----

Is street corner the highest or lowest point of site?-----

Maximum slope of site?-----

PUBLIC UTILITIES - Availability at each site: Water?-----

Gas (natural or artificial)?-----

Electric light?-----

Electric power?-----

Street mains for heating?-----

SEWERS: Give distance from each site to most accessible sanitary sewer, and state whether it is public or private.-----

Sewer diameter (in inches), and depth of the bottom of the inside of the sewer below surface of street or alley.-----

Is there a separate storm water sewer available, or are the sanitary and storm water sewers combined.-----

PAVEMENT: With what material are abutting streets paved, and what is width of paving between curbs?-----

FIRE LIMIT: Widths of abutting streets between property lines.-----

Widths of abutting alleys and whether each alley is public or private.-----

With what material are abutting alleys paved?-----

PRINCIPAL STREET: On which street should the new building front?-----

TITLE: If owner does not claim to have a clear title, state briefly principal defects in the title.-----

LEASE: Is this site or any part thereof under lease?-----

Does the Government now lease any part of this site?-----

Bid No.-----

OFFERED BY

Size-----by-----ft.

Price, \$-----

Sand & gravelUnknownNoUnknownSubsurface
water20 to 40 feetYesUnknownLevelLevelHighestLess than 1%Yes3 blocks awayYesYesNoOn sitePublic3'-8" diameter
depth unknownSeparate25 ft. asphalt,
no curbsUnknownNoneN/AW. Bayaud Ave.

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE SECOND CHOICE THIRD CHOICE

REPUTABILITY: State generally whether the character of the buildings and the nature of the business, etc., in immediate vicinity of each site are objectionable.

VALUATIONS: State assessed valuation of each site----- Land-
Buildings--

Give ratio of assessed value to market value-----percent.

[Get signed statement from assessor as to both assessed values and ratio.]-----

Judged by prices paid for property in these respective neighborhoods within last 2 or 3 years, about what is fair value of each site?-----

If you recommended condemnation, state amount of damages likely to be awarded (reasons for believing condemnation best must be stated in report)-----

DRAWBACKS: Describe briefly any circumstances (not elsewhere herein set forth) affecting the desirability or use of either site.

1. Sewer, gas, or water pipes, conduits, etc., under site (give location and depth and terms permitting such occupancy)-----

2. Any party wall?-----

3. Wires across site?-----

4. Any walls, areas, cornices, awnings, fences, etc., encroaching on this site?-----

5. If site is under lease, state expiration thereof and rent paid thereunder.-----

6. If site is undermined or subject to mineral rights, state facts-----

None

No

No

No

IMPROVEMENTS now standing on land. Give value and a brief description of existing buildings, etc.:

FIRST CHOICE-----

SECOND CHOICE-----

THIRD CHOICE-----

REMARKS:-----

Date-----

Site Agent.

PHOTOS OF SITE



Portion of Allied Chemical Site



Allied Chemical Site



Portion of Allied Chemical Site



Portion of Allied Chemical Site

SITE NO. 6 -
SOUTH HIGH SITE

AERIAL PHOTO OF SITE





PHOTOGRAPH BY

HOTCHKISS, INC.
4025 FOX ST. - DENVER, COLO. 80216
430-2117

PHOTO NO. K-18 FILE DATE 8/23/70

PT. OF INT. _____

LOCATION _____

DIRECTION _____

JOB NO. 20676



SITE NO. 6 - SOUTH HIGH SITE

This is an unusual site particularly as to its location. It lies to the rear (south) of South High School. On the city maps it is shown as a park; however, it is unimproved. As much as 27 acres could be made available without disturbing the high school's athletic programs, with the possible exception of re-locating one baseball field that has been improved with lights and a grand stand. The site is adjacent to I-25 and lies between University Boulevard and Franklin Street, almost across from the University of Denver. A C&S spur track is on Buchtel Boulevard, which is on the far side of I-25. Since I-25 is depressed in this area, a spur could be extended across I-25 near the Franklin Street overpass. The site is bounded by I-25 on the south and South High School on the north. Washington Park is just north of the High School. Both east and west are substantial residential areas. It is two miles south of the Cherry Creek Shopping Center. It is not in a flood plain. It is easily accessible from all parts of the city, either by way of I-25 or Speer Boulevard to University Boulevard, and south on University Boulevard to the site. The site is owned by the City of Denver and the Denver School Board. Neither have been contacted as to the availability of the site.

Foundations

Probable character of substrata at this site is sand, gravel and clay; however, exact data is not available without detail soil investigation. Expansive soils may be encountered at this site based on its general locality; however, there is no apparent reason to disqualify this site due to unsuitable conditions which would make secure foundations unusually expensive.

Dampness

Flooding on a high water table is not expected at this site. However, on site storm drainage will have to be carefully analyzed because this site is located near the center of the natural drainage for this area. Street and highway construction in this area has changed the natural drainage in this area. See comments on "storm sewers" below.

Grade

The entire site lies below adjacent streets and slopes about 20 to 30 feet from east to west. Maximum slope is about 3% near the east end of the site.

Public Utilities

Water: City of Denver water is available from a 12-inch main which runs under the east end of the site at South Gaylord Street.

Natural Gas: Natural gas is available from a 4-inch line located at the northeast corner of the site in East Iowa Avenue.

Electric Power

A 13.8 KV overhead line runs across the site, north and south, parallel to the alley between Gaylord and Vine Streets. This line would have to be relocated underground on the same line as it now exists because it extends under the Valley Highway to Denver University. The Government would have to grant an easement for an underground line across the site. The estimated cost for relocating the line is \$50,000.

Sewers

Sanitary Sewer: There are 8-inch and 18-inch sanitary lines crossing the east end of this site which should present no problems. However, there is a 12-inch sanitary sewer line crossing the center of this site from north to south which may have to be relocated if this site is obtained. Relocation of this 12-inch line, if required, is not expected to be a serious problem.

Storm Sewer: There is not a storm sewer system, as such, located at this site. There is a storm drainage canal located at the southeast corner of this site; however, this canal is of no value to this site because the canal is on higher ground.

There is an open, unpaved storm drainage ditch which crosses the center of this site from south to north. This ditch drains catch basins in the Valley Highway and a residential area to the south. Most likely, any development of this site will have to give consideration to relocation of this ditch.

See Exhibit 6-A for approximate utility line locations.

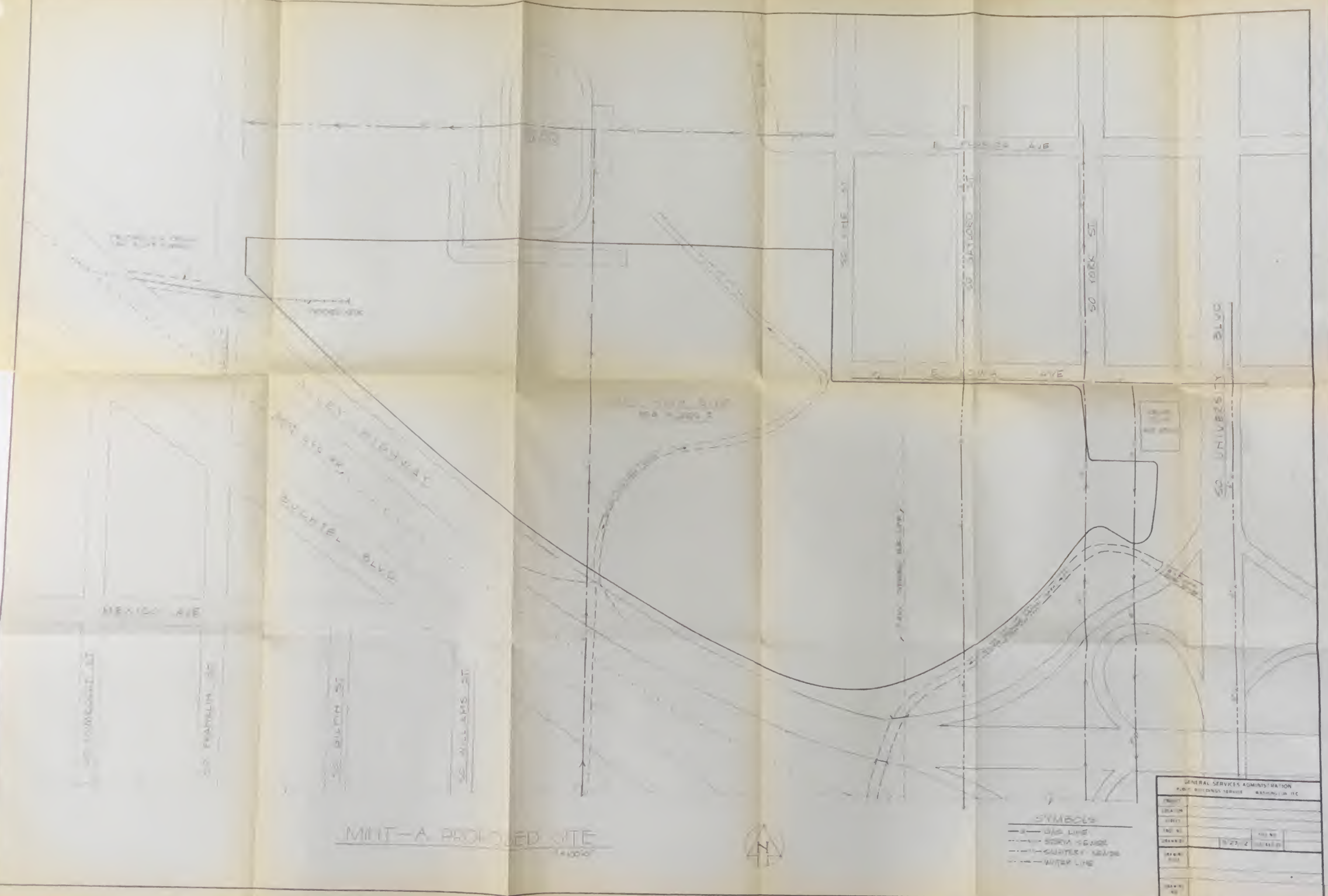
ADVANTAGES OF SITE:

1. Its location and size.
2. A spur track could easily be extended to the site.
3. There is public transportation on University Boulevard and on Louisiana Avenue in front of South High School.
4. It is an unimproved site; therefore, there would be no demolition costs involved except for possibly relocating the lighted baseball field.
5. The Mint would be easily seen from I-25.
6. Total Environment is excellent.
7. Site is of sufficient size it could easily be buffered from residential surroundings by a good planned layout.

DISADVANTAGES OF SITE:

1. Its distance from the Central Business District.
2. Its proximity to residential areas could indicate there might be some initial objections to the construction of the Mint at this location by the local residents.
3. Construction of the Mint at this location would not be of immediate benefit to the Central Business District.
4. Small power lines would have to be relocated from the site.
5. No information as to whether it is for sale; City could interpose an objection to selling this site.

EXHIBIT 6A - Plat of Utility
Line Locations



MINT-A PROPOSED SITE
1:1000'



- SYMBOLS**
- PROPOSED LINE
 - - - - - EXISTING LINE
 - - - - - GUTTER LINE
 - - - - - WATER LINE

| GENERAL SERVICES ADMINISTRATION | | | |
|---------------------------------|----------|------------------|--|
| PROJECT | | WASHINGTON, D.C. | |
| LOCATION | | | |
| DATE | | | |
| DATE NO. | | | |
| DATE | 10-23-62 | DATE | |
| DATE | | | |
| DATE | | | |

SOUTH HIGH SITE

CONTEMPLATED
BUILDING TITLE U. S. Mint

| FIRST CHOICE | SECOND CHOICE | THIRD CHOICE |
|--------------|---------------|--------------|
| 1 | 2 | 3 |
| 4 | 5 | 6 |
| 7 | 8 | 9 |
| 10 | 11 | 12 |
| 13 | 14 | 15 |
| 16 | 17 | 18 |
| 19 | 20 | 21 |
| 22 | 23 | 24 |
| 25 | 26 | 27 |
| 28 | 29 | 30 |
| 31 | 32 | 33 |
| 34 | 35 | 36 |
| 37 | 38 | 39 |
| 40 | 41 | 42 |
| 43 | 44 | 45 |
| 46 | 47 | 48 |
| 49 | 50 | 51 |
| 52 | 53 | 54 |
| 55 | 56 | 57 |
| 58 | 59 | 60 |
| 61 | 62 | 63 |
| 64 | 65 | 66 |
| 67 | 68 | 69 |
| 70 | 71 | 72 |
| 73 | 74 | 75 |
| 76 | 77 | 78 |
| 79 | 80 | 81 |
| 82 | 83 | 84 |
| 85 | 86 | 87 |
| 88 | 89 | 90 |
| 91 | 92 | 93 |
| 94 | 95 | 96 |
| 97 | 98 | 99 |
| 100 | 101 | 102 |
| 103 | 104 | 105 |
| 106 | 107 | 108 |
| 109 | 110 | 111 |
| 112 | 113 | 114 |
| 115 | 116 | 117 |
| 118 | 119 | 120 |
| 121 | 122 | 123 |
| 124 | 125 | 126 |
| 127 | 128 | 129 |
| 130 | 131 | 132 |
| 133 | 134 | 135 |
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| 181 | 182 | 183 |
| 184 | 185 | 186 |
| 187 | 188 | 189 |
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| 202 | 203 | 204 |
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| 214 | 215 | 216 |
| 217 | 218 | 219 |
| 220 | 221 | 222 |
| 223 | 224 | 225 |
| 226 | 227 | 228 |
| 229 | 230 | 231 |
| 232 | 233 | 234 |
| 235 | 236 | 237 |
| 238 | 239 | 240 |
| 241 | 242 | 243 |
| 244 | 245 | 246 |
| 247 | 248 | 249 |
| 250 | 251 | 252 |
| 253 | 254 | 255 |
| 256 | 257 | 258 |
| 259 | 260 | 261 |
| 262 | 263 | 264 |
| 265 | 266 | 267 |
| 268 | 269 | 270 |
| 271 | 272 | 273 |
| 274 | 275 | 276 |
| 277 | 278 | 279 |
| 280 | 281 | 282 |
| 283 | 284 | 285 |
| 286 | 287 | 288 |
| 289 | 290 | 291 |
| 292 | 293 | 294 |
| 295 | 296 | 297 |
| 298 | 299 | 300 |
| 301 | 302 | 303 |
| 304 | 305 | 306 |
| 307 | 308 | 309 |
| 310 | 311 | 312 |
| 313 | 314 | 315 |
| 316 | 317 | 318 |
| 319 | 320 | 321 |
| 322 | 323 | 324 |
| 325 | 326 | 327 |
| 328 | 329 | 330 |
| 331 | 332 | 333 |
| 334 | 335 | 336 |
| 337 | 338 | 339 |
| 340 | 341 | 342 |
| 343 | 344 | 345 |
| 346 | 347 | 348 |
| 349 | 350 | 351 |
| 352 | 353 | 354 |
| 355 | 356 | 357 |
| 358 | 359 | 360 |
| 361 | 362 | 363 |
| 364 | 365 | 366 |
| | | |

| | | |
|-------------|-------------|-------------|
| Size—by—ft. | Size—by—ft. | Size—by—ft. |
| Price, \$— | Price, \$— | Price, \$— |

| | | |
|-----------------------|--|--|
| Sand, gravel, clay | | |
|-----------------------|--|--|

| | | |
|----|--|--|
| No | | |
| No | | |

No
Possibly even

possibly expan-
sive clays

30 to 50 feet
No

| | | |
|---------------|--|--|
| No | | |
| Below, gentle | | |

slope away low
streets

| | | |
|---------|--|--|
| Highest | | |
| 3% | | |

| | | |
|-----|--|--|
| Yes | | |
| Yes | | |

Yes

| | | |
|-----|--|--|
| Yes | | |
| No | | |

| | | |
|----------|--|--|
| On site, | | |
| public | | |

12 inch. depth

| | | |
|---------|--|--|
| unknown | | |
|---------|--|--|

| | | |
|---------------|--|--|
| Separate | | |
| 50 to 100 ft. | | |

| | | |
|---------|--|--|
| Asphalt | | |
|---------|--|--|

50 2 1 1

50 feet plus

| | | |
|------|--|--|
| None | | |
|------|--|--|

N/A

| | | |
|---------------|--|--|
| See narrative | | |
|---------------|--|--|

| | | |
|-----------|-----------|-----------|
| statement | | |
| statement | statement | statement |

| | |
|--|---|
| <p>1. The first step in the process of the investigation is to identify the problem. This involves a thorough review of the available information and a clear definition of the issue at hand.</p> <p>2. Once the problem is identified, the next step is to gather data. This can be done through various methods, including interviews, surveys, and analysis of existing records.</p> <p>3. After the data has been gathered, it is important to analyze it carefully. This involves looking for patterns, trends, and any other relevant information that may help to solve the problem.</p> <p>4. Once the analysis is complete, the next step is to develop a plan of action. This plan should outline the steps that will be taken to address the problem and the resources that will be needed to implement the plan.</p> <p>5. Finally, the plan of action should be implemented. This involves carrying out the steps outlined in the plan and monitoring the progress of the investigation.</p> | <p>6. The next step in the process is to evaluate the results of the investigation. This involves comparing the findings of the investigation to the original problem and determining whether the plan of action was effective.</p> <p>7. If the results of the investigation are not satisfactory, it may be necessary to revise the plan of action and repeat the process. This is an iterative process, and it may take several iterations to reach a satisfactory solution.</p> <p>8. Once a satisfactory solution has been reached, it is important to document the findings of the investigation. This documentation should include a clear description of the problem, the data that was gathered, the analysis that was performed, and the plan of action that was implemented.</p> <p>9. Finally, the findings of the investigation should be communicated to the appropriate parties. This can be done through a report, a presentation, or other means of communication.</p> |
|--|---|

[illegible]

IF CONDITIONS REQUIRE (OVER)

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

REPUTABILITY: State generally whether the character of the buildings and the nature of the business, etc., in immediate vicinity of each site are objectionable.

VALUATIONS: State assessed valuation of each site— Land—
Buildings—

Give ratio of assessed value to market value—percent.

[Get signed statement from assessor as to both assessed values and ratio.]

Judged by prices paid for property in these respective neighborhoods within last 2 or 3 years, about what is fair value of each site?

If you recommended condemnation, state amount of damages likely to be awarded (reasons for believing condemnation best must be stated in report)

DRAWBACKS: Describe briefly any circumstances (not elsewhere herein set forth) affecting the desirability or use of either site.

Storm drainage ditch crosses center of site. Yes

1. Sewer, gas, or water pipes, conduits, etc., under site (give location and depth and terms permitting such occupancy)

2. Any party wall?

3. Wires across site?

4. Any walls, areas, cornices, awnings, fences, etc., encroaching on this site?

5. If site is under lease, state expiration thereof and rent paid thereunder.

6. If site is undermined or subject to mineral rights, state facts

IMPROVEMENTS now standing on land. Give value and a brief description of existing buildings, etc.:

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

REMARKS:

Date

Site Agent.

PHOTOS OF SITE



SOUTH HIGH SITE LOOKING SOUTHWEST - DU DORMITORIES IN BACKGROUND



SOUTH HIGH SITE LOOKING NORTHWEST



111 HIGH WATER LOOKING WEST



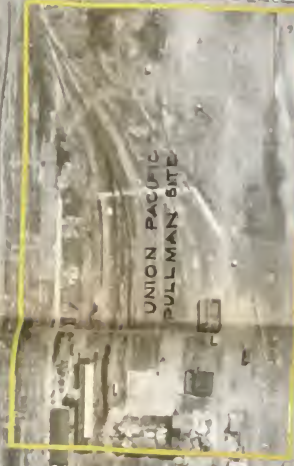
SOUTH HIGH SITE LOOKING NORTHEAST - SPUR TRACK IN FOREGROUND

SITE NO. 7 -
UNION PACIFIC PULLMAN SITE



AERIAL PHOTO OF SITE

INTERSTATE TO



UNION PACIFIC
PULLMAN SITE

EAST 50th AVE.

3800 YORK



SITE NO. 7 - UNION PACIFIC PULLMAN SITE

This site is at 40th and York Streets. It is two blocks north of the U. S. Air Force Accounting and Finance Center at 3800 York Street. This area was the former Pullman car repair facility of the Union Pacific Railroad Company. Due to the demise of the Pullman car, this facility was no longer required and the Union Pacific has removed all of the facilities shown on the attached aerial photo except the mainline on the north side and a spur track on the south side of the site. While this total facility is larger than required, we have indicated an area of approximately 30 acres at the intersection of 40th and York Streets. A large part of the area has been hard surfaced and is fenced. As the aerial picture indicates, it is just off I-25 and public transportation also serves the site. Representatives of the Denver Office of the Union Pacific have been contacted as to the availability of this site. Our request is being processed through their channels, and as of this date, a formal response has not been received. This site is in direct contrast to Site No. 6, in that it is in an industrial area and could be an appropriate location for the Mint. While the surroundings are, of course, industrial, they are far more acceptable than those surrounding the Allied Chemical Plant Site. The presence of 3,360 Government employees two blocks south at 3800 York Street would indicate it is an acceptable location for a Government facility. On the south side of the site, 40th Avenue is a main thoroughfare that intersects with Colorado Boulevard to the east as well as Smith Road. Larimer and Lawrence Streets are southwest to the Central Business District. This site is not in a flood plain.

Foundations

Probable substrata is sand and gravel. Apparently there is no fill on this site.

No reports of quicksand encountered at this site.

Dampness

This site is believed to be subject to flooding or excessive subsurface water conditions.

Grade

This is a very level site at an elevation slightly below adjacent streets.

Public Utilities

Water: City of Denver water is available from a 16-inch main located in East 40th Avenue and a 12-inch main located in York Street.

Natural Gas: Public Service Company of Colorado has 4- and 5-inch lines in East 40th Avenue and 4- and 8-inch lines located in York Street.

Electric Power: Ample electrical service is available at this site, with no unusual problems anticipated.

Sewers

Sanitary Sewer: There is a 2'-8" x 4'-0" sanitary sewer which flows east in East 40th Avenue and north in York Street.

Storm Sewer: There is a 69-inch storm sewer which flows west in East 40th Avenue.

See Exhibit 7-A for approximate location of utility lines.

ADVANTAGES OF SITE:

1. Size.
2. Accessibility via I-70 and 40th Avenue to all parts of the City.
3. Spur tracks are on the site.
4. Public transportation is available along 40th Avenue.
5. It is unimproved; therefore, there would be no demolition costs involved.
6. The environment is very acceptable.
7. At the present time, additional land could probably be acquired for expansion purposes.
8. Would be no residential protests to the use of this site for the Mint.
9. Proximity to the U. S. Air Force Finance and Accounting Center.

DISADVANTAGES OF SITE:

1. Its distance from the Central Business District.
2. Construction here would not be beneficial directly to the Central Business District.
3. It is in an industrial area.
4. Owners have not advised whether they would consider its sale. However, to get the freight business to this site, they might be favorably inclined.

EXHIBIT 7A - Plat of Utility
Line Locations

UNION PACIFIC R.R.



U.P. ROUNDHOUSE

UNION PACIFIC PULLMAN SITE

23.9 ACRES (1,042,000 SQ. FT.)

EAST 40th AVENUE

DENVER MINT - PROPOSED SITE

SCALE 1" = 100'

U.P.R.R.

JOSEPHINE ST.

COLUMBINE ST.

YORK STREET



- SYMBOLS
- 0 — GAS LINE
 - — — — — FIBER CABLE
 - — — — — WATER MAIN
 - — — — — WATER LINE

| GENERAL SERVICES ADMINISTRATION FEDERAL BUREAU OF INVESTIGATION | | | |
|--|------|----|--|
| PROJECT | | | |
| LOCATION | | | |
| DATE | | | |
| BY | | | |
| REVIEWED | DATE | BY | |
| REVIEWED | DATE | BY | |
| REVIEWED | DATE | BY | |
| REVIEWED | DATE | BY | |

SITE CHARACTERISTICS -
GSA Form 1239

GENERAL SERVICES ADMINISTRATION
PUBLIC BUILDINGS SERVICE

UNION PACIFIC PULLMAN SITE

CITY & STATE Denver, ColoradoCONTEMPLATED
BUILDING TITLE U. S. Mint

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

The Site Agent will furnish hereon the following detailed information concerning the site recommended by him, and such other sites as appear to be desirable as alternative selections. (Use same number for bid as given in synopsis.)

FOUNDATIONS: Probable character of substrata (rock, clay, sand, etc.)-----

Is any part of site filled ground?-----

Have local builders encountered quicksand near any of these points?

Do brick or stone buildings nearby show signs of settlement?-----

Is there any condition present which would make secure foundations unusually expensive?-----

Approximates depth to rock below a designated point of site.-----

DAMPNESS: Is site exposed to flood water from streams?-----

Are the basements of nearby buildings damp?-----

GRADE: Give grade of general surface of site above or below streets.

General topography in relation to established grades of streets around site.-----

Is street corner the highest or lowest point of site?-----

Maximum slope of site?-----

PUBLIC UTILITIES - Availability at each site: Water?-----

Gas (natural or artificial)?-----

Electric light?-----

Electric power?-----

Street mains for heating?-----

SEWERS: Give distance from each site to most accessible sanitary sewer, and state whether it is public or private.-----

Sewer diameter (in inches), and depth of the bottom of the inside of the sewer below surface of street or alley.-----

Is there a separate storm water sewer available, or are the sanitary and storm water sewers combined.-----

PAVEMENT: With what material are abutting streets paved, and what is width of paving between curbs?-----

FIRE LIMIT: Widths of abutting streets between property lines.-----

Widths of abutting alleys and whether each alley is public or private.-----

With what material are abutting alleys paved?-----

PRINCIPAL STREET: On which street should the new building front?-----

TITLE: If owner does not claim to have a clear title, state briefly principal defects in the title.-----

LEASE: Is this site or any part thereof under lease?-----

Does the Government now lease any part of this site?-----

Bid No.-----

OFFERED BY

Size-----by-----ft.

Price, \$-----

Sand & gravelNoNoNoNo30 to 50 ft.NoNoLevel, slightly below adjacent streetsHighestLess than 1%YesYesYesYesNoOn site, public2'-8" x 4' depth unknownSeparate50 to 65 ft.Asphalt50 ft. plusNoneN/ASee narrative statement

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE SECOND CHOICE THIRD CHOICE

REPUTABILITY: State generally whether the character of the buildings and the nature of the business, etc., in immediate vicinity of each site are objectionable.

VALUATIONS: State assessed valuation of each site----- Land-
Buildings--

Give ratio of assessed value to market value-----percent.

[Get signed statement from assessor as to both assessed values and ratio.]-----

Judged by prices paid for property in these respective neighborhoods within last 2 or 3 years, about what is fair value of each site?-----

If you recommended condemnation, state amount of damages likely to be awarded (reasons for believing condemnation best must be stated in report)-----

DRAWBACKS: Describe briefly any circumstances (not elsewhere herein set forth) affecting the desirability or use of either site.

1. Sewer, gas, or water pipes, conduits, etc., under site (give location and depth and terms permitting such occupancy)-----

2. Any party wall?-----

3. Wires across site?-----

4. Any walls, areas, cornices, awnings, fences, etc., encroaching on this site?-----

5. If site is under lease, state expiration thereof and rent paid thereunder.-----

6. If site is undermined or subject to mineral rights, state facts-----

None

No

No

None

IMPROVEMENTS now standing on land. Give value and a brief description of existing buildings, etc.:

FIRST CHOICE-----

SECOND CHOICE-----

THIRD CHOICE-----

REMARKS:-----

Date-----

Site Agent.

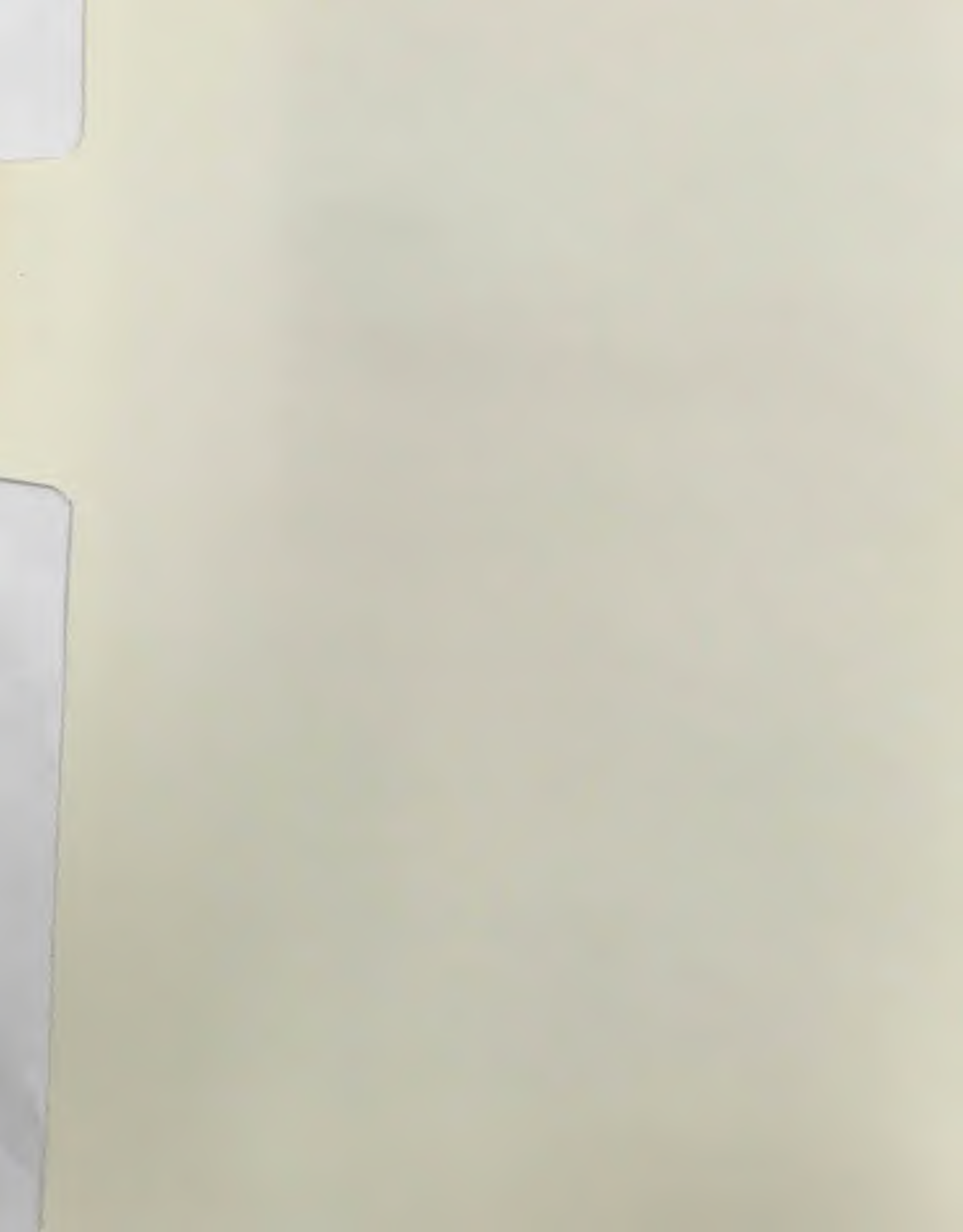


GENERAL VIEW OF UNION PACIFIC PULLMAN SITE



GENERAL VIEW OF UNION PACIFIC PULLMAN SITE

SITE NO. 8 -
SAMSONITE SITE



SITE NO. 8 - SAMSONITE PLANT SITE

This is a 17.2 acre parcel of property. It was the former office and manufacturing complex of Samsonite, the world's largest luggage manufacturer. It was sold in 1971 to Gates Rubber Company, whose principal factory is across Broadway Street from this plant. This is bordered by I-25 on the north and east; Broadway on the west and Mississippi Avenue on the south. It has rail facilities into the plant. Use of this site contemplates demolition of the existing improvement, or the plant possibly could be converted for the use of the Mint. Plant site contains 12.12 acres.

5.08 acres lie south of Mississippi Avenue and are utilized for employee parking. This latter area could be expanded by acquisition of additional housing in these blocks. The entire area is zoned for industrial, commercial and parking uses. It is not in a flood plain. There are adequate utilities in the plant at this time. Public transportation serves the plant.

Mr. Bonham, Vice President for Finance, advised the Executive Committee of Gates Rubber Company were not interested in selling this plant since they are relocating many of their activities into it from other locations and are presently setting up their battery manufacturing operation in the building. Considerable money has been spent by Gates in this plant since their acquisition of it a year ago. Gates Rubber Company is a family-owned business.

Foundation

Probable substrata is sand and gravel. There may be some fill at the east edge of this site; however, it appears to have been well compacted and is carrying an asphalt paved parking lot.

No reports of quicksand encountered at this site.

Dampness

The approximate elevation of this site is 5,265 feet, well above any flood potential from the South Platte River located four blocks to the west. No flooding or excessive subsurface water conditions are expected at this site.

Grade

The general grade of this site is at about the same elevation as adjacent streets except the Valley Highway located east of this site is several feet lower due to the Broadway underpass.

Public Utilities

Water: City of Denver water is available from 12-inch mains located in South Broadway and East Mississippi Avenue.

Natural Gas: Public Service Company of Colorado has a 6-inch gas line which presently feeds this site from the east. A 4-inch gas line is located in East Mississippi Avenue and 6- and 8-inch lines are located in South Broadway.

Electric Power

Approximately 300 feet of 13.8 KV overhead line runs across the site, north and south and parallel to Grant Street. The estimated cost of relocating this line overhead is \$10,000.

Sewers

Sanitary Sewer: There is an 8-inch sanitary sewer line in East Mississippi Avenue and another 8-inch line at the east property which runs parallel with Colorado & Southern Railroad tracks. Location of privately owned on-site sewer system is unknown.

Storm Sewer: There is a 78-inch storm sewer which flows south at the east end of the site and flows west in East Mississippi Avenue.

See Exhibit 8-A for approximate utility line locations.

ADVANTAGES OF SITE:

1. Location
2. Ease of access from Central Business District via Broadway Street or I-25.
3. Availability of public transportation.
4. Availability of low and middle income housing in the area.
5. It is a distinctive location and just across the street from Gates Rubber Company, one of Denver's largest enterprises.
6. The plant is presently served by rail.
7. Availability of all utilities.
8. It is not in a flood plain.
9. The Mint buildings would also be easily seen from I-25.

DISADVANTAGES OF SITE:

1. It is not for sale. It is owned by a private family.
2. Cost of demolishing the entire plant.
3. The area for construction of the Mint facility is only 12.12 acres. The 5.08 acres across Mississippi Avenue could only be used for employee and visitor parking.
4. No expansion possibilities for Mint buildings without crossing Mississippi Avenue.

EXHIBIT 8A - Plat of Utility
Line Locations



SYMBOLS

- ROAD LINE
- SIDE STREET
- MAIN STREET
- WATER LINE



| GENERAL SERVICES ADMINISTRATION | | | |
|---|----------|----------|--|
| PUBLIC BUILDINGS SERVICE - WASHINGTON, D.C. | | | |
| PROJECT | | | |
| DATE | | | |
| BY | FILE NO. | | |
| CHECKED | DATE | APPROVED | |
| DRAWN | | | |
| REVIEW | | | |

MINT-A PROPOSED SITE

RECOMMENDED SITES -
CHARACTERISTICSGENERAL SERVICES ADMINISTRATION
PUBLIC BUILDINGS SERVICE

SAMSONITE SITE

CITY & STATE Denver, ColoradoCONTEMPLATED
BUILDING TITLE U. S. Mint

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

The Site Agent will furnish hereon the following detailed information concerning the site recommended by him, and such other sites as appear to be desirable as alternative selections. (Use same number for bid as given in synopsis.)

FOUNDATIONS: Probable character of substrata (rock, clay, sand, etc.)-----

Is any part of site filled ground?-----

Have local builders encountered quicksand near any of these points?-----

Do brick or stone buildings nearby show signs of settlement?-----

Is there any condition present which would make secure foundations unusually expensive?-----

Approximates depth to rock below a designated point of site.-----

DAMPNESS: Is site exposed to flood water from streams?-----

Are the basements of nearby buildings damp?-----

GRADE: Give grade of general surface of site above or below streets.

General topography in relation to established grades of streets around site.-----

Is street corner the highest or lowest point of site?-----

Maximum slope of site?-----

PUBLIC UTILITIES - Availability at each site: Water?-----

Gas (natural or artificial)?-----

Electric light?-----

Electric power?-----

Street mains for heating?-----

SEWERS: Give distance from each site to most accessible sanitary sewer, and state whether it is public or private.-----

Sewer diameter (in inches), and depth of the bottom of the inside of the sewer below surface of street or alley.-----

Is there a separate storm water sewer available, or are the sanitary and storm water sewers combined.-----

PAVEMENT: With what material are abutting streets paved, and what is width of paving between curbs?-----

FIRE LIMIT: Widths of abutting streets between property lines.-----

Widths of abutting alleys and whether each alley is public or private.-----

With what material are abutting alleys paved?-----

PRINCIPAL STREET: On which street should the new building front?-----

TITLE: If owner does not claim to have a clear title, state briefly principal defects in the title.-----

LEASE: Is this site or any part thereof under lease?-----

Does the Government now lease any part of this site?-----

Bid No.-----

OFFERED BY

Size-----by-----ft.

Price, \$-----

Sand & gravelUnknownNoNoNo20 to 40 ft.NoNoLevelLevelLevelLess than 1%YesYesYesYesNoOn site,public8", depthunknownSeparate50 ft. wideAsphalt50 feet ±20 feet + orpublicAsphaltBroadway

(BIND THIS SHEET WITH REPORT)

FIRST CHOICE

SECOND CHOICE

THIRD CHOICE

REPUTABILITY: State generally whether the character of the buildings and the nature of the business, etc., in immediate vicinity of each site are objectionable.

VALUATIONS: State assessed valuation of each site----- Land-
Buildings-----

Give ratio of assessed value to market value-----percent.

[Get signed statement from assessor as to both assessed values and ratio.]-----

Judged by prices paid for property in these respective neighborhoods within last 2 or 3 years, about what is fair value of each site?-----

If you recommended condemnation, state amount of damages likely to be awarded (reasons for believing condemnation best must be stated in report)-----

DRAWBACKS: Describe briefly any circumstances (not elsewhere herein set forth) affecting the desirability or use of either site.

1. Sewer, gas, or water pipes, conduits, etc., under site (give location and depth and terms permitting such occupancy)-----

2. Any party wall?-----

3. Wires across site?-----

4. Any walls, areas, cornices, awnings, fences, etc., encroaching on this site?-----

5. If site is under lease, state expiration thereof and rent paid thereunder.-----

6. If site is undermined or subject to mineral rights, state facts-----

Unknown

No

Yes

Apparently not

IMPROVEMENTS now standing on land. Give value and a brief description of existing buildings, etc.:

FIRST CHOICE-----

SECOND CHOICE-----

THIRD CHOICE-----

REMARKS:-----

Date-----

Site Agent.

AMPLIFY IN NARRATIVE REPORT IF CONDITIONS REQUIRE

PHOTOS OF SITE





SAMSONITE SITE ON MISSISSIPPI



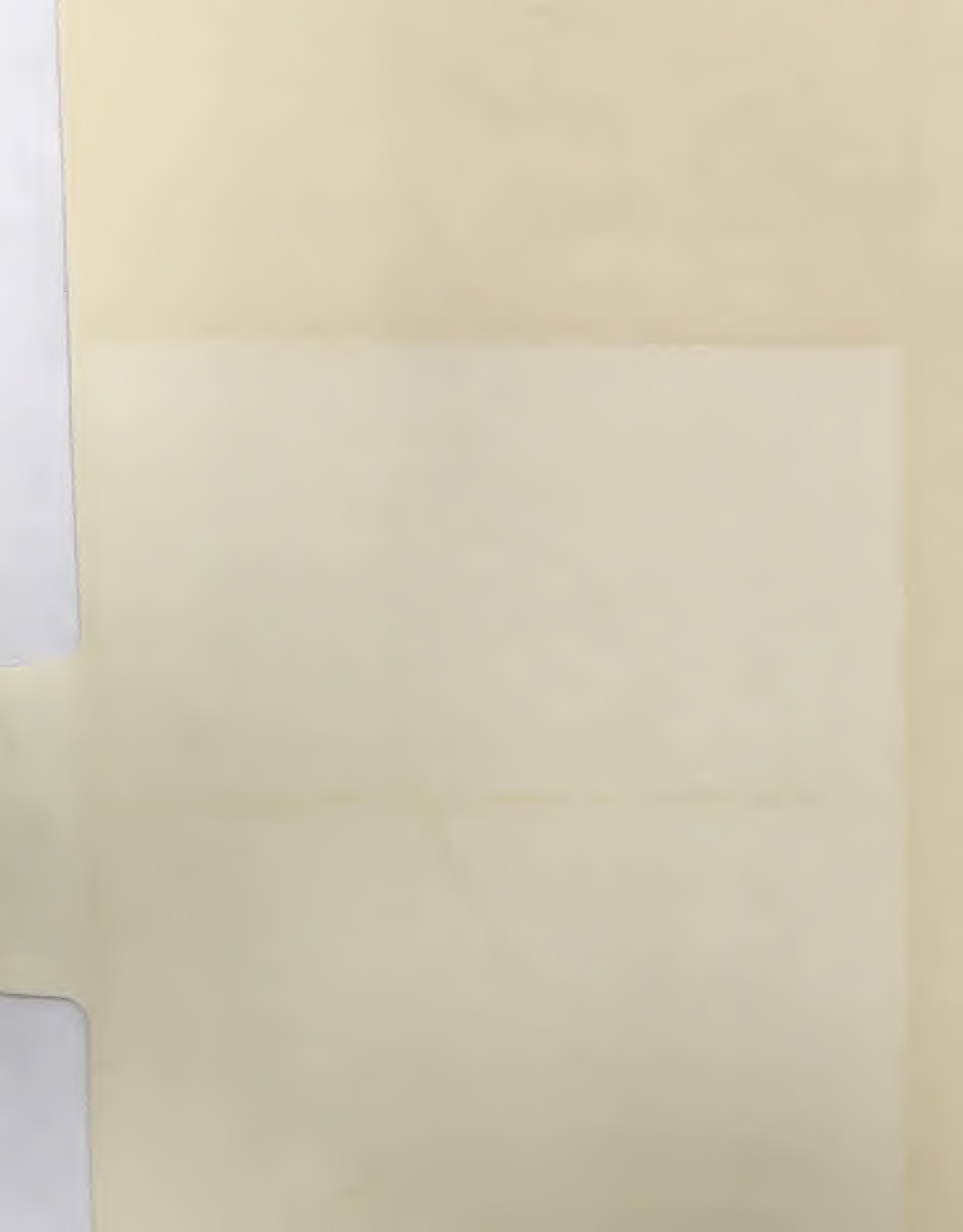
SAMSONITE SITE FRONTING ON BROADWAY

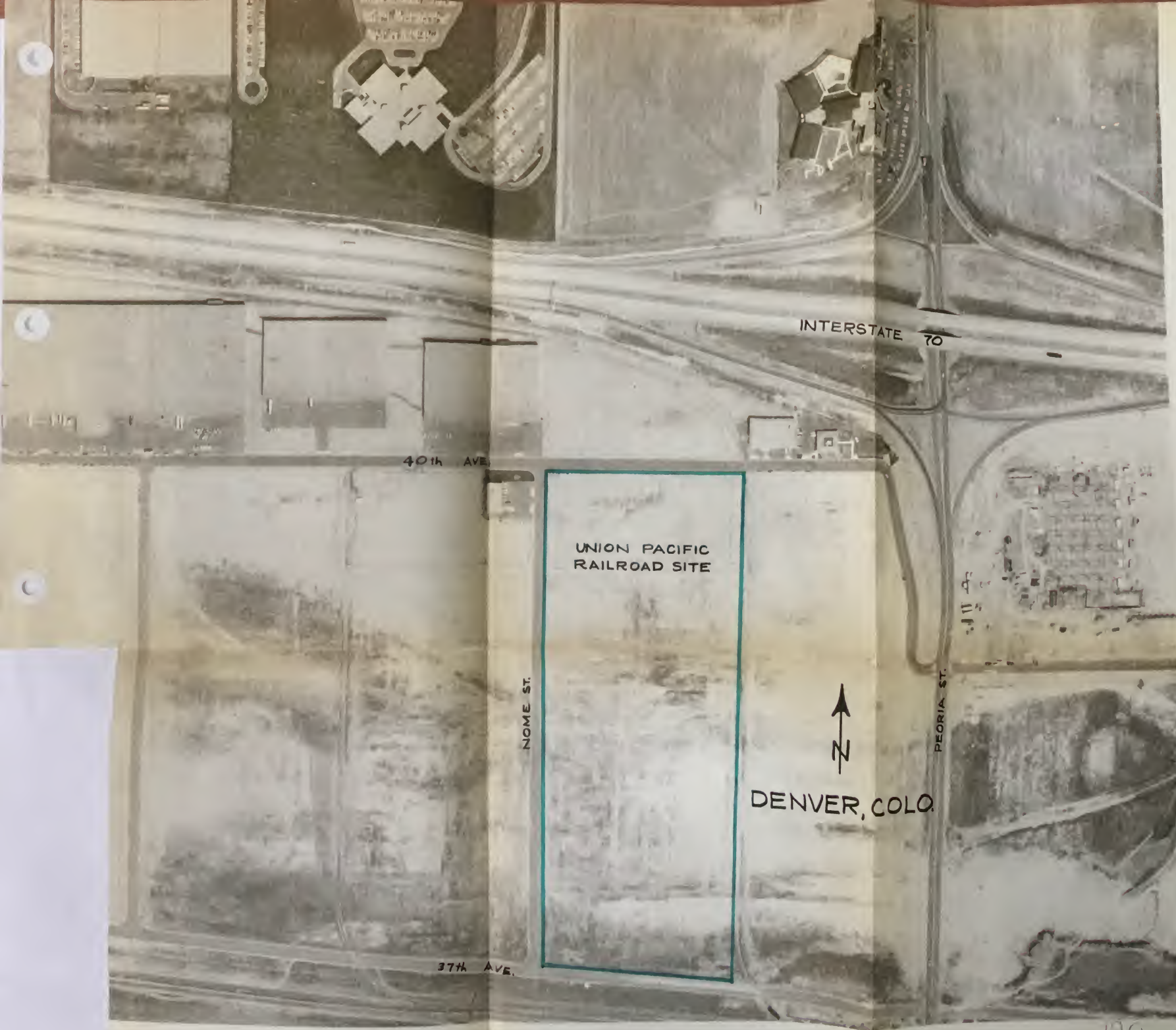


GATES PLANT ACROSS BROADWAY FROM SAMSONITE

SITE NO. 9 -
U.P. RAILROAD SITE

AERIAL PHOTO OF SITE





INTERSTATE 70

40th AVE.

UNION PACIFIC
RAILROAD SITE

NOME ST.



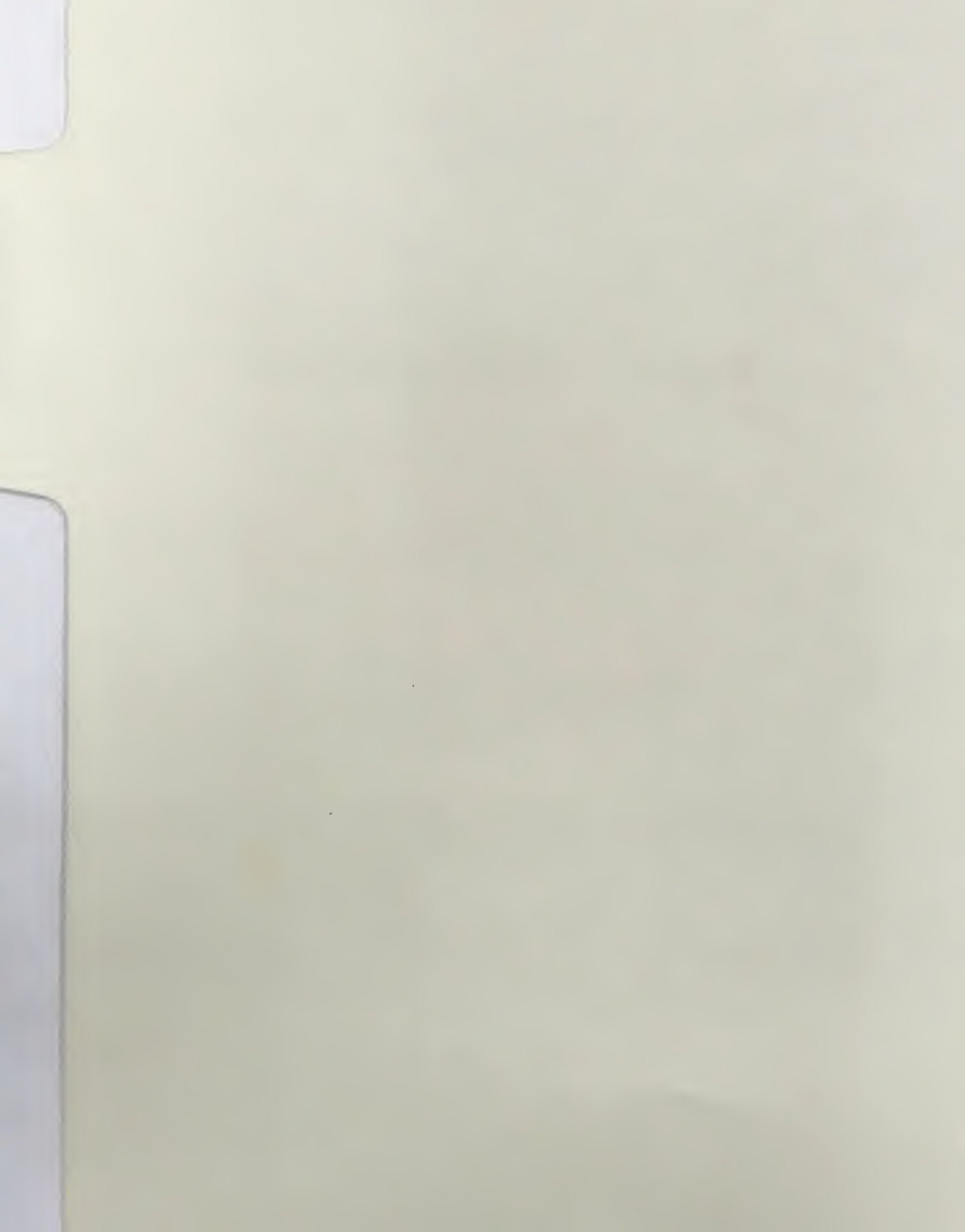
DENVER, COLO.

PEORIA ST.

37th AVE.

100

1023



SITE NO. 9 - UNION PACIFIC INDUSTRIAL PARK

This is Site No. 9 as listed in Exhibit G, List of Offers Received. It is a single parcel consisting of 23.08 acres and was offered by the Union Pacific Railroad Company for 55 cents per square foot. It is an unimproved parcel of land in the Union Pacific Industrial Park, nearly adjacent to I-70, just east of Stapleton International Airport. Entrance to the site is off Peoria Street, which is a main north-south street serving Montbello industrial park and residential subdivisions to the north and Fitzsimmons Army Hospital and Aurora to the south. It is in the city limits of Denver. It has been included in this report to provide the Mint people every possible choice as a site for the Mint. This is a new industrial park and when completely developed will be in a very fine, new area where all buildings are well designed, carefully landscaped and present an over-all attractive appearance. It is approximately 11 miles from the Central Business District via I-70. There is public transportation on Peoria Street. A spur track services the area. The new Hilton Inn Motel is on the north side of I-25 and Peoria Street. There is a quality motel at the next interchange to the east and, of course, there are motels on Quebec Street, three miles to the west. The greatest advantage to this site is the fact that it is in a new developing area and the Mint would complement buildings presently there and those to be built and vice versa. Further, the price is very reasonable, would be immediately available upon purchase, and since it is unimproved, the entire facility could be designed to accurately reflect the Mint's concept of what they want their facility to look like. There is adequate low and middle income housing available just north on Peoria Street in Montbello. Housing here consists of both FHA 235 homes and FHA 236 apartments, which are subsidized by the Federal Government. There are several Mint employees now living in Montbello.

ADVANTAGES OF SITE:

1. It is in a new, developing area and will be an excellent environment for the facility.
2. It is unimproved and immediately available upon purchase, and there would be no demolition costs involved.
3. Configuration of site permits the most advantageous configuration for Mint buildings.
4. It is for sale by the owners at a very reasonable price. It is probably the cheapest site under consideration.
5. There is a spur track available.
6. Public transportation is provided on Peoria Street just east of the site.
7. New motels with restaurants and coffee shops are nearby.
8. It is in the city limits of Denver.
9. There is adequate low and middle income housing just north of the site in Montbello.
10. It is not in a flood plain.
11. All utilities are available to the site.
12. It is easily accessible for the traveling public via I-70.
13. The Mint at this location would be easily visible from I-70.

DISADVANTAGES OF SITE:

1. Its distance from the Central Business District.
2. Construction here would not enhance the Central Business District.
3. While we have been offered only 23.08 acres, it is possible that a larger site could be acquired at this location.
4. It is 11 miles from the Central Business District.
5. It is the most remote location from the Central Business District under consideration.

EXHIBIT 9A - Plat of Utility
Line Locations



INTERSTATE 70

40th AVE

UNION PACIFIC
RAILROAD SITE
231 ACRES±

NOME ST

PEORIA CT

39th AVE

PEORIA ST.



DENVER MINT- PROPOSED SITE
SCALE 1"=100'

UNION PACIFIC RAILROAD

37th AVE

| GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE - WASHINGTON, D. C. | | | |
|---|----------|--|--|
| PROJECT | | | |
| LOCATION | | | |
| STREET | | | |
| PROJECT NO. | | | |
| DRAWN BY | FILE NO. | | |
| DRAWING TITLE | | | |
| DRAWING NO. | | | |

CORRELATION

In summary each site has its distinct advantages as well as disadvantages and at varying costs for acquisition, relocation and ultimate construction.

SITE NO. 1

Perhaps its greatest advantage is that it is unimproved; has no relocation or demolition costs. Were an alternate site selected, either fronting on Colorado Boulevard and/or Smith Road, there would be some delay in occupancy. A delay would be recommended to permit redesigning the golf course to replace the fairways, etc. taken.

SITE NO. 2

The greatest advantage of this expanded site is its isolation from other structures. With proper architectural treatment and landscaping it could become a show area for Denver. The total environment of this site could be vastly improved by the ultimate upgrading of the river bed and removal of Rice Yards. Its greatest disadvantage, of course, is that it is in the South Platte River flood plain; its configuration and the fact that at this time Water Street must bisect the site.

SITE NO. 3 is the most accessible to the Central Business District and would probably do more to enhance the development of lower downtown Denver than any other site suggested by this report. Its greatest disadvantage is the appearance of surrounding multi-story warehouses with adjacent rail facilities. Although minor, the fact that the owners must retain title to five tracks and the Government can acquire only air rights over these tracks could be a limiting factor to its satisfactory utilization.

SITES NO. 4 and 5 should be eliminated from further consideration since neither is for sale and both are in the South Platte River flood plain.

SITE NO. 6 would be a beautiful location, however, the Mint at this location would be foreign and out of place to the entire surroundings.

SITE NO. 8 is not for sale and considerable expense would be encountered in leveling the existing improvements on the 12.12 acres. On the other hand, its proximity to the Central Business District and accessibility off I-25 and Broadway would weigh in its favor.

SITES NO. 7 and 9 meet all of the criteria established for the Mint and both are very appropriate locations. Construction of the Mint at either location would be in complete harmony with the surroundings. The greatest difference between the two is that No. 7 is an older industrial park where as Site No. 9 is a new industrial park. (Additional land could be acquired at Site No. 9 were it desired to round it out to a full 30 acres.) Site No. 9 affords all the advantages of being in a well-planned, landscaped, industrial park. Its greatest disadvantage is its distance from the Central Business District of Denver.

LETTER FROM DHEW



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

REGION VIII
FEDERAL OFFICE BUILDING
19TH AND STOUT STREETS
DENVER, COLORADO 80202

March 22, 1972

OFFICE OF THE REGIONAL DIRECTOR

Re: Proposed Sites for the
U. S. Mint

Mr. Robert E. Waggoner
Regional Administrator
General Services Administration
Building 41, Denver Federal Center
Denver, Colorado 80225

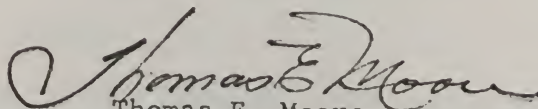
Dear Mr. Waggoner:

The additional proposed sites for the U. S. Mint as set forth in your memorandum of March 21, 1972, have been reviewed by our office for DHEW:

We would refer you to the general comments given in our letter of February 3, 1972, as they apply to these additional sites. The only additional specific comment is in connection with the site just south of South High School. We feel there is merit in preserving this site as a "green area," especially since it would enhance the educational environment for the adjacent high school.

Please feel free to contact us for any specific questions on the proposed sites you may have.

Sincerely yours,


Thomas E. Moore
Regional Engineer
ROFEC





DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

REGION VIII

FEDERAL OFFICE BUILDING
19TH AND STOUT STREETS
DENVER, COLORADO 80202

February 3, 1972

OFFICE OF THE REGIONAL DIRECTOR

8P
Mr. Cavanaugh
Mr. McFarland
copy to D. Dees
8P
8PS

Re: Proposed Sites for the
U. S. Mint

Mr. Robert E. Waggoner
Regional Administrator
General Services Administration
Building 41, Denver Federal Center
Denver, Colorado 80225

Dear Mr. Waggoner:

The proposed sites for the U. S. Mint have been reviewed by various agencies of the Department of Health, Education, and Welfare. The locations of the sites which were obtained from your office are as follows:

1. The area between Water and Crescent Streets and the Platte River at the Twenty-third Street exit on I-25.
2. Union Station Depot.
3. Pine Hill Golf Course area.
4. Southwest corner area of Rocky Mountain Arsenal.
5. Area north of Smith Road and west of I-225.
6. Denver Federal Center.

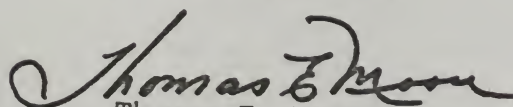
The referral to proposed sites in the comments that follow will be by number. The comments are of a general nature as related to socio-economic impact and are intended to relate a cross section of opinions. They should not be construed as requirements dictated by Federal regulations.

1. It is observed that sites 1 and 2 are located in the Model Cities target areas. The use of these sites would be of benefit in improving these sites to meet goals of the Model Cities Program in redeveloping the areas.

2. Site 3 is bound on two sides by residential area. The Mint may act as an intrusion of a commercial factory into a residential area, thus lowering the quality of the existing residential community. We feel that if this site could be preserved as open space it would add to the social quality of the existing residential area.
3. The commuting problems of the present employees of the Mint should be one consideration in selection of the site. Employees who now reside in areas where they use the public bus system may not be able to commute by bus to sites 4, 5, or 6. We suggest that commuting problems of present employees to the new site be taken into consideration.
4. We feel that sites 1 or 2 will have some advantage to tourism. This puts the Mint in close proximity to other points of interest in Denver, such as the State Capitol and Art Museum. Tourists who arrive in Denver by public transportation would especially find it convenient.
5. We suggest that concern for the following items be included in your considerations for site selection:
 - a. The location of installations providing jobs on undeveloped land at edges of municipal areas is an added impetus to the spread of "urban sprawl."
 - b. The providing of job opportunities for the handicapped is enhanced if the site is accessible by public transportation.

We hope the above will be of some assistance in the selection of a site. Please contact us for any additional information or clarification you may desire.

Sincerely yours,



Thomas E. Moore
Regional Engineer
ROFEC

LETTER FROM EPA

87
12/11/79

ENVIRONMENTAL PROTECTION AGENCY

REGION VIII
SUITE 900, 1860 LINCOLN STREET
DENVER, COLORADO 80203

February 11, 1972

Ref: AW

Mr. Robert E. Waggoner
Regional Administrator
General Services Administration
Denver Federal Center
Denver, Colorado 80225

Dear Mr. Waggoner:

In accordance with your letter of November 16, 1971 and a verbal request from Mr. Fred McFarland of your office on January 25, 1972, we have reviewed the potential sites for the location of the new Denver United States Mint. The sites reviewed were:

- (1) The Platte Valley near Mile High Stadium,
- (2) An area adjacent to the Union Station,
- (3) The southeast corner of the Park Hill Golf Course,
- (4) The O'Brian site near the intersection of interstate highways 70 and 270,
- (5) The southeast corner of the Rocky Mountain Arsenal near 56th Avenue between Quebec and Yosemite Streets,
- (6) Union Pacific Railroad sites No. 1 & 2 near interstate highway 225, and
- (7) An undesignated site at the Denver Federal Center.

The Environmental Statement for the new Mint dated May 22, 1970 reveals that water and air pollutants will be adequately treated at the Mint. Executive Order 11507 also requires any Federal facility to be operated in a manner that will not cause a violation of air or water quality standards. This Executive Order requires Federal agencies to submit performance specifications for pollution abatement facilities to the Environmental Protection Agency (EPA) for review prior to their construction. We foresee no problems with the Mint meeting air or water quality standards at any of the possible locations, but reserve final judgement until the performance

specifications are reviewed. However, some of the sites have slight advantages over others with regard to several general environmental factors. These differences are discussed in the following paragraphs.

The only major environmental difference among the sites is the quantity and effect of air pollutants produced by the automobile traffic generated by the Mint. This traffic would be generated by employees and visitors. For analysis purposes, the sites can be divided into two groups: those in the downtown area (Nos. 1 & 2), and those outside the downtown area (Nos 3 - 7). Some rough calculations based upon several simplifying assumptions reveals that less vehicle miles and resulting quantity of pollutants would be generated by a downtown location than by an outlying location. However, because of the meteorological conditions in the Denver metropolitan area, an equal volume of pollutants in the downtown area will cause a greater degradation of air quality than that same volume in the outlying areas. The worst air pollution condition exists directly above the South Platte River. The determination of the difference in effect on air quality resulting from the difference in volume and pattern of traffic generated by the Mint at various locations is a fairly complicated procedure which we have not had time to adequately prepare.

We recognize that as a Denver landmark, the Mint is a popular attraction for thousands of visitors every year. A downtown location for the Mint would have the very important advantage of helping to make the downtown area an interesting, vibrant place where people congregate to share a true sense of community spirit and pride. We feel this is highly important in view of the central city decay so prevalent in most of our large cities today.

For this reason, we favor a downtown location for the Mint. Nevertheless, we emphasize that the automobile traffic generated by a downtown Mint would contribute to an already serious air pollution problem in the Denver area. This argues strongly for the rapid development of an improved mass transit system in the Denver area and for an inexpensive, convenient shuttle service in the downtown area. We urge you to exert leadership and to strongly support community efforts to develop an improved mass transit system for this area.

If a downtown location is chosen, we prefer the Union Station site rather than the Platte Valley site for two principal reasons:

(1) the Platte Valley site is located in the Platte River Flood Plain, and (2) the Union Station site is closer to the center of the downtown area and the hub of the present mass transit system.

Among the outlying areas, those to the east of the downtown area are preferable since the prevailing southwest winds will carry air pollutants generated by vehicular traffic out of the metropolitan area. The advantages or disadvantages of the eastern sites are discussed below.

1. Park Hill Golf Course. The golf course proper occupies the western portion of the open space bounded by Smith Road, Dahlia Street, 35th Avenue, and Colorado Boulevard. The south-east corner of this open space is bounded by residential housing along the entire length of 35th Avenue on the south and between 38th Avenue and 35th Avenue along Dahlia Street on the east. We believe the traffic generated by locating the Mint here would be objectionable to residents. In addition, locating the Mint here would reduce the already limited open space available in the City of Denver.

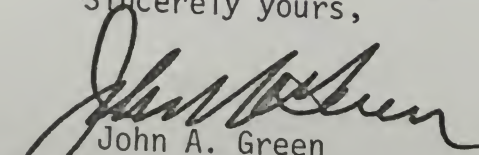
2. O'Brian. The disadvantage of this site is its location in the flood plain of Sand Creek.

3. Rocky Mountain Arsenal. The closeness of this site to Stapleton International Airport could be advantageous if a regional mass transit system provided efficient service to the airport area. The proposed site location west of the planned runway extension would not interfere with proposals for creating a wildlife refuge at the Arsenal when its mission is completed. The area west of the runway would probably not be included in the refuge.

4. Union Pacific Railroad. These sites could not be readily served by a mass transit system and therefore are not recommended.

We appreciated the opportunity to be involved in the site selection for the new Denver U.S. Mint and hope these comments will be useful.

Sincerely yours,


John A. Green
Regional Administrator

REMARKS - Federal Highway
Administration



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION EIGHT
BUILDING 40, DENVER FEDERAL CENTER
DENVER, COLORADO 80225

March 27, 1972

IN REPLY REFER TO:

08-00.26

Mr. Fred W. McFarland
Chief, Space Management Division
General Services Administration
Denver, Colorado 80225

Dear Sir:

On March 21, 1972 Mr. Hamernik and Mr. Allison of this office met with you for the purpose of reviewing various possible sites for the location of the new mint in the Denver area. The following are their comments for your consideration:

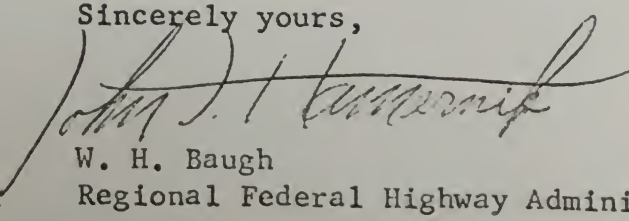
1. The sites located within proximity to Interstate 70 appear to be more favorable than those near or adjacent to Interstate 25 because Interstate 70 has adequate capacity now and the frequency of ingress and egress to crossroads to insure continued adequate access in the future.

2. Furthermore, established commercial transportation now serving Stapleton International Airport could be used to satisfy visitor transit needs between the central business district and the new mint.

Whereas, when relying on Interstate 25 to satisfy the necessary transportation needs for the new mint, we find that Interstate 25 is currently approaching overload conditions and the future will see increased congestion with little hope of alleviating the situation.

If we can be of further assistance to you on transportation matters in regard to possible sites for the location of the new mint, please give us a call.

Sincerely yours,

for 
W. H. Baugh

Regional Federal Highway Administrator

Site "A" - Denver Federal Center

Access would have to be on Alameda Avenue which is currently overloaded at peak hours, and anticipated future access would be worse. Also, on Sixth Avenue future access will be substandard. Visitation would be somewhat restricted; also, separate public transportation would have to be developed to the site. Alternatives for future and present circulation are limited.

Site "B" - South Platte River

Site "C" - Union Station

Current circulation and access in these areas are already congested with no plan for additional capacity on the Valley Highway.

These sites would require independent public transit adjacent to the Central Business District requiring an additional load in this already congested area.

Addition of another industrial component near the Central Business District would generate more congestion since 400 people will have to penetrate this area daily.

Site "D" - Park Hill Golf Course

From all aspects this site is most favorable--access, site aesthetics, joint use possibilities (parking facilities) could be shared by golf course and mint. The site is compatible with adjacent neighborhood.

It is located in the same transportation corridor serving the Central Business District and the Airport. No need to develop separate public transportation facility to serve this site--facilities serving Central Business District and Airport could be used for visitation purposes.

Site "E" - Arsenal

Virtually same Freeway access as site "D"; however, rather limited street access possibilities from Freeway. All other aspects are similar to Site "D".

From standpoint of access to site for visitation purposes will be less favorable than Site "D" because of the greater distance from the Central Business District.

LETTER FROM DHUD



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL BUILDING, 19th AND STOUT STREETS
DENVER, COLORADO 80202

REGION VIII

MAR 27 1972

IN REPLY REFER TO:

8M

Mr. Frederic W. McFarland
General Services Administration
Building 41
Denver Federal Center
Denver, Colorado

Dear Mr. McFarland:

Subject: Proposed U.S. Mint Sites.

Please excuse our delay in responding in writing concerning our evaluation of the sites. This letter will confirm the information I gave you over the telephone concerning the sites first mentioned. It also covers our evaluation of the sites mentioned in our telephone conversation this week.

I recommend that the Union Station and Platte Valley sites be given top consideration from the point of view of accessibility and proximity to the place of residency of present employees. We recognize that the new mint is not scheduled to be in operation until 1980, however, I assume that the location patterns as shown on the map furnished you will not change greatly.

Construction of a new facility at either site would compliment the activities being undertaken through Urban Renewal in the Aurora and Skyline projects. These projects have an estimated cost in excess of 82 million dollars.

Of concern to us, as we mentioned earlier, is the importance to Denver of the mint as a tourist attraction and the resulting support for the CBD. If the existing mint is to remain in operation as a commemorative and special coin operation, the location of the new facility would have little effect to the tourist attraction support. We hope that the importance of this facility, in this respect, will be given full consideration when the Treasury Department makes it's decision on the disposition of the present mint.

Due to the uncertinaty of the disposition of the present facility and the employees present residency pattern, those sites east of the airport, including the UP site mentioned this week appear to be the least desirable.

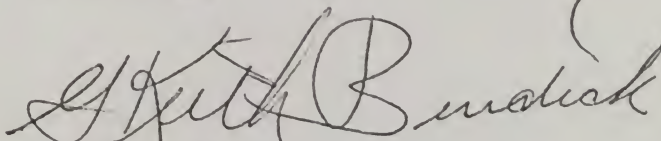
Following the two first mentioned sites, Union Station and Platt Valley, I believe that the UP Site at 40th and York to be the next most desirable. The site at the Park Hill Golf Course appears to be acceptable considering the availability of low and moderate income housing and the present location of Employees.

The sites mentioned this week at the Allied Chemical Plant, the Navahoe truck line and the Samsonite Plant would be in reasonable proximity to the employees residences and the low and moderate income housing proposed for the West Side in connection with the 1976 Olympics. Development of either of the two adjacent to the Platt River would assist greatly in the emplementation of the local high priority effort to redevelop the Platte River Valley in accordance with a \$280,000 study funded by HUD in 1965.

It appears to me that the South High School site does not have the advantages of the other sites, exclusive of those east of Stapleton Airport.

I recognize the difficulty of assembling 30 suitable acres of land in the City and County of Denver. It is also difficult to make reasonable judgments as to the availability of low and moderate income housing in 1980. It is also significant to note that due to the long time between site selection and the operation date, housing can be made available. In this context, HUD can assist the locality in providing the housing in the appropriate price range.

Sincerely,

A handwritten signature in cursive script, reading "Keith Burdick". The signature is written in dark ink and is positioned above the typed name and title.

Keith Burdick
Relocation Officer
Community Planning & Management

CHART - Distance and Driving
Time to Sites from CBD

REPRESENTATIVE DRIVING TIME AND DISTANCE TO EACH SITE
FROM
HILTON HOTEL, 15th AND COURT PLACE, DENVER

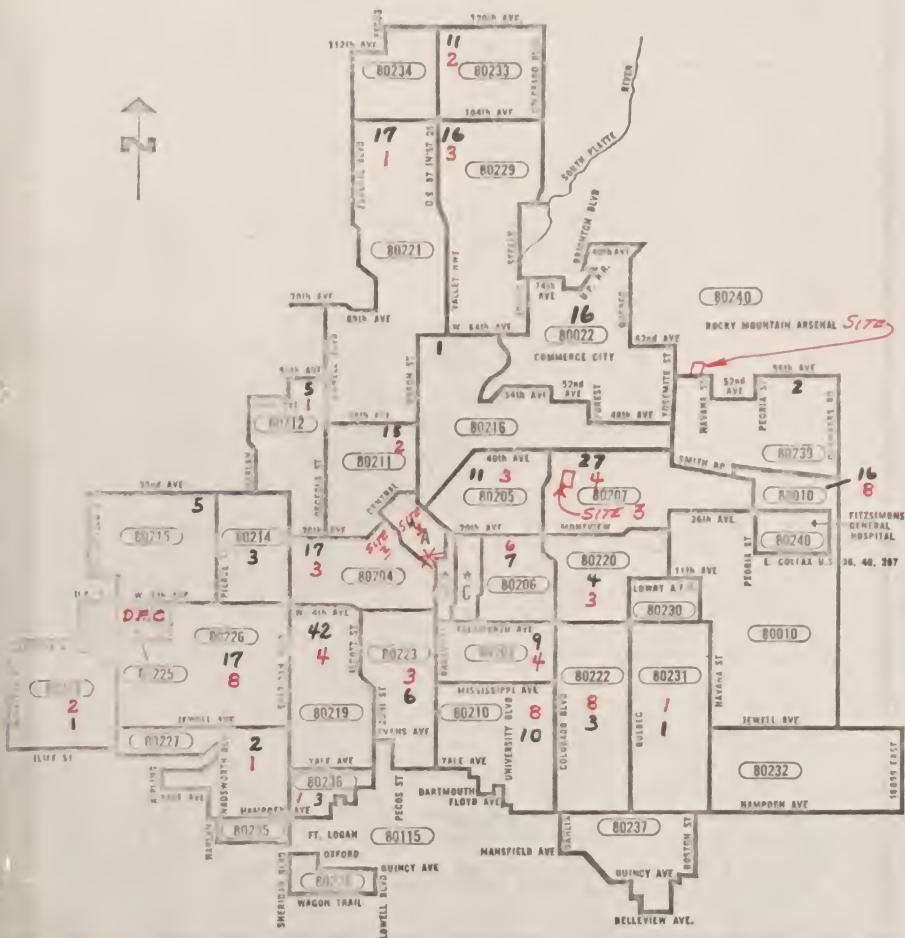
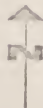
| <u>SITE NO.</u> | <u>NAME</u> | <u>LOCATION</u> | <u>VIA</u> | <u>MILES</u> | <u>TIME</u> |
|-----------------|-----------------|------------------------|-------------------------|--------------|-------------|
| 1 | Park Hill | 35th & Dahlia | Stout & 32nd | 4.6 | 13 Minutes |
| 2 | South Platte | 7th & Water | 14th & Speer Blvd. | 2.7 | 10 " |
| 3 | Depot | Wynkoop & 18th | 18th Street | 1.3 | 6 " |
| 4 | Navajo | Mississippi & Huron | Broadway to Mississippi | 3.7 | 11 " |
| 5 | Allied Chemical | 1200 W. Bayaud | I-25 & Alameda | 4.4 | 11 " |
| 6 | South High | University & I-25 | Colfax to I-25 | 7.7 | 14 " |
| 7 | U.P. Pullman | 40th & York | Colfax to I-25 & I-70 | 7.0 | 15 " |
| 8 | Samsonite Plant | Broadway & Mississippi | Broadway | 3.3 | 9 " |
| 9 | U.P. Ind. Park | 37th & Nome | Lawrence to I-25 & I-70 | 11.0 | 24 " |

These times were driven during noncommuting hours.

WATER SINK DENVER



Need additional
ZIP CODE
information?
call 837-4535



— GS

— WG

* PRESENT LOCATION
OF MINT

4

158

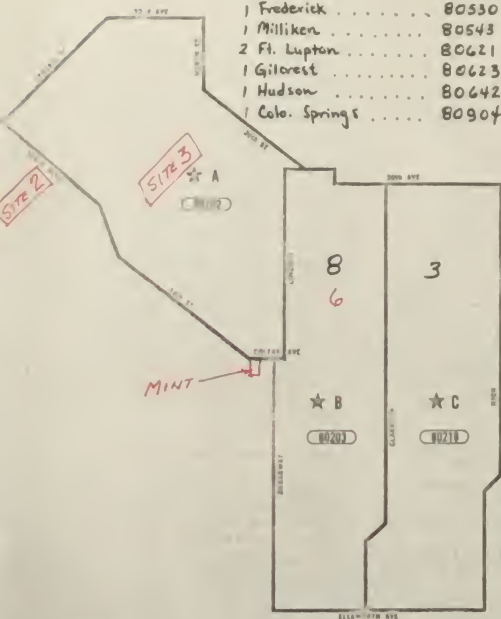
SHOWS NO. OF MINT EMPLOYEES
RESIDING IN EACH ZIP CODE AREA

POSTAL ZIP CODES

Other ZIP CODES for this Area

| | |
|-----------------|-------|
| 1 Pine | 80470 |
| 1 Frederick | 80530 |
| 1 Milliken | 80543 |
| 2 Ft. Lupton | 80621 |
| 1 Gilcrest | 80623 |
| 1 Hudson | 80642 |
| 1 Colo. Springs | 80904 |

| | |
|-----------------|-------|
| Adams City | 80002 |
| 13/6 Arvada | 80002 |
| Aurora | 60010 |
| 2 Boulder | 80302 |
| 1 Brighton | 80001 |
| 1 Brownfield | 80000 |
| 1 Castle Rock | 80104 |
| Commerce City | 80022 |
| Dupont | 80004 |
| Eastlake | 80114 |
| Edgewater | 80214 |
| 15/1 Englewood | 80110 |
| Evergreen | 80420 |
| Ft. Logan | 80113 |
| 3/2 Golden | 80401 |
| 1 Henderson | 80503 |
| Lakewood | 80215 |
| Lafayette | 80016 |
| 3/2 Littleton | 80120 |
| Louisville | 80027 |
| 1 Morrison | 80465 |
| Parker | 80134 |
| Thornton | 80229 |
| 6/4 Westminster | 80030 |
| 3/1 Wheat Ridge | 80033 |



★ CLOSE UPS OF ZONES

A 80202
B 80203
C 80218

SPECIAL ZIP CODES

| | |
|--------------------------|-------|
| Rural Route #1 | 80229 |
| Thornton Branch | 80229 |
| Rural Route #2 | 80222 |
| Wellshire Station | 80222 |
| 1 Main Office—P.O. Boxes | 80201 |
| Term. Annex—P.O. Boxes | 80217 |
| Lorette Station | 80236 |

Site Investigation

Report Newmont Faculty Mining Department Wm. G. G. G.
Project No 050061 Date 2/12

